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PERSONALITY IN BUSINESS.
EMPLOYER AND WORKER.

Personality in business, viewed from various standpoints, occupied attention last month at the concluding meeting of the Association for Education in Industry and Commerce, in the Memorial Hall, Farringdon-street.

Mr. Neil J. Maclean, who occupied the chair, said he regarded the question as one of the most important of the association could consider. It was, in his opinion, one of the things which dominated success in commercial and industrial life.

Mr. P. A. Best, a director of Selfridge and Co., who introduced the subject, said he spoke not as a philosopher or as a sociologist, but as a business man and from the standpoint of the employer. As such he wanted to see personality developed to the utmost. He realised the apparent anomaly of advocating the development of personality in an industrial age, when what industries apparently required from the worker was mechanical efficiency. Many might argue that personality in the individual worker would actually be a drawback to him as a producing machine. In the first place he would reply that society could derive no lasting benefit from any industry which regarded its workers solely in that light. Such a view was flatly against the conscience and heart of the world. Workers were not merely "hands"—though that term betrayed the last century's attitude towards them. It was iniquitous for any employer to unfit his workpeople to take a proper place as citizens of their town or their country, and that was what the stunting of personality would mean. So much for the humanitarian argument. An employer who drained or stultified the spiritual resources of his employees was an enemy to society whatever dividends he might pay. But from the business point of view the case for the cultivation of the personality of each individual worker was just as strong: he was using the word to mean the shining out from a man of what was essentially himself.

In a distributive business the value of personality was self-evident. Mr. Best proceeded to illustrate its value as it concerned the buyer in relation to the manufacturer or traveller, and the members of his staff, and also the sellers. But even in the most mechanical of occupations, he declared that it was an asset. A sense of personality engendered self-confidence. It was the lack of self-confidence and of the sense of personal value which held back men and women from using their full powers. In order to encourage and develop personality, he suggested that those in authority should be natural and self-expressive, and strive as far as possible to eliminate fear from business. Fear as an instrument was often immediately efficacious, but in so far as it discouraged, rather than encouraged, it was uneconomical. However, fear might be used when necessary to awaken a man's interest in himself. They must discourage petty tyrannies. Workers should be placed under men who would be intensely interested in them as human beings, and make friends with them. More than mere mechanical skill was necessary to make good leaders. Those in authority should also develop instruments of self-expression, such as proper use of English, a sense of taste in dress, athletics, dramatic societies, and social amenities. They should encourage persistently the expression of ideas. He claimed that the development of personality was an essential part of intelligent management of industry and commerce. (Hear, hear.)

AN INDUSTRIAL PROBLEM.
Mr. F. S. Button (Amalgamated Engineering Union), who dealt with the subject from the point of view of the organised workers, inquired into the meaning of personality. Was it not made up, he asked, of the experience and knowledge, their needs, ambitions, and peculiarities—the sum-total being that something for which they counted, and for which the world valued them? If that was personality, how could it be expressed in business? If they functioned as directors or managers, personality had scope and freedom; if they worked as producers, it had little or none. If their position were that of a labour director or a master mechanic, a draughtsman or a welfare supervisor, their opportunities for expressing their personality would be manifold. If their wish were that of securing new markets, with all the ramifications and special skill required for such a task, the greater would be their chance of proving the value of personality. The main purpose of business surely must be to produce commodities for human needs and human consumption by the cheapest and most expeditious of possible methods. How could personality to business be applied? If they attempted to run a newspaper without personality they would utterly fail. If they discussed the matter from the point of view of industry, would the same kind of argument hold good for their commercial life? Industry must be carefully sub-divided, and then they found that in whole branches of it the encouragement of personality was entirely impossible, and contrary to its main purpose. If he were right, then they appeared to have reached the conclusion that in the very nature of things some factors in production had free scope for the full use of their powers, whilst others were handicapped if, by the development of personality, they felt the curb and restriction of routine and automatic use of hand and brain. And so they needed a different argument for commerce and banking, in which fields nearly all got their chance, from that which would probably apply to industry, where only a very few got their chance, whilst the many lacked the opportunity of individual expression. The great problem confronting the statesmen of industry to-day was to supply the missing link. The creative energy of man, the freedom of his mind, the ministering to his love of adventure, the loss sustained in failing to interest his inventive ardour, had all to be taken into account when industrial policy was being determined. They had only to look around to see the tremendous amount of energy displayed by working men and women in

all kinds of social and political activities. Surely there must be some connection between this development and the damping down of individualism in the factory system. And so to supply the missing link was their greatest task to-day. It was impossible to set back the clock. Mass production was with us. In the time immediately before us men would strike not for more wages or fewer hours, but for a chance to express themselves—to leave their mark on time—to do something more than mind a machine or, willy-nilly, carry out orders.

NEED FOR ORGANISATION.

And this was their chance—so to organise and reorganise industry that men would become, not dependent tools, but willing co-operators. (Hear, hear.) Their task was surely so to lay their plans that all that was best in a man should be made use of, not for the lessening of output or the breaking down of essential standardisation, but by harnessing him not to this or that "ism," but to the principle of everyday practical and patient reform, and so secure his goodwill during the period of change and transition which appeared to loom ahead. Equally to produce as to manage, equally to machine worker as to director, equally to the man who made as to the man who sold the largest possible measure of expression of personality in his own department of work should be accorded to him. Thus only could they build up an industrial polity that would stand the strain which otherwise bade fair to wreck not only our industrial supremacy, but our industrial life. (Hear, hear.) If, to whole sections of workpeople, no opportunity were afforded for the development of personality on an individual basis, could they devise a scheme which would grant them a corporate expression? A vast store of knowledge was locked away in the mind of many workers and very rarely to-day found an outlet. A great desire to help and co-operate was part and parcel of the make-up of most, if not all, of them. How could they provide an avenue? By advisory committees, by works committees and councils, by bodies of joint control, by the adoption of the complete system of applied humanities they called Whitleyism. Recently the Royal President of the Industrial Welfare Society called upon them to "build a new industrial philosophy." It was a call to which all that was best in industry, in commerce, and in the nation should respond. (Hear, hear.) And just as in politics Labour could find expression in Parliament itself so an industrial parliament should be the culminating point of all their industrial arrangements and agreements, in whose deliberations all the prime factors in business should find expression. (Hear, hear.)

In the course of a discussion Mr. W. Daniels said he saw no way of developing personality except by means of education in its widest sense, so that outside their working hours people could take a deeper and keener interest in life.

Professor Mellis urged the value of technical institutes in providing the type of education that would increase the interest of the worker in the industry in which he was engaged.

The Chairman regarded the idea of corporate personality as of real importance in considering the problem.

Principal H. Schofield, Mrs. M. A. Cloudeley-Bereton, Major Knowles, Mr. Harold Rostron, and Miss G. A. Britton spoke briefly, and at the close of the discussion Mr. Button expressed the view that unless something were done either by shortening the hours of labour or by making productive enterprises more human, so as to give everybody a chance in life, there would be some kind of an industrial Armageddon.

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FORTRESS OF HELIGOLAND

HOW IT WAS DISMANTLED.

"The Dismantling of Heligoland" is the subject of an illustrated article contributed by Admiral Sir Edward Charlton to *Smith's Dock Monthly*, the house magazine of the well-known Sheldons firm of ship repairers and shipbuilders. Admiral Charlton was President of the Naval Inter-Allied Control Commission detailed to carry out this work.

On arriving in Heligoland in February, 1920 a Sub-Committee was informed by the German Government that the work would take seven years to finish. Pressure, however, was exerted, and various changes were made in the German plans, with the result that the destructions were completed by June 1st, 1922, to the satisfaction of the Allied Governments.

The German Naval Commission on the island included the engineer who constructed the war harbour, and he had the mortification of destroying his own work. The entrance moles were left for some 400 metres out, beyond their foundations were destroyed by explosives, and assisted by the winter gales of 1921-22, soon became a shapeless mass of ruins. All buildings on the reclaimed ground in the dockyard were demolished. The caisson of the dry dock was removed, and the dock walls were destroyed by successive heavy charges.

The fortifications were attacked systematically, the guns being first cut up into portable lengths of a few feet and of a weight of less than five tons. Turret walls were unbolted and pulled over, redoubt armour being blown up after holes had been made by the oxygen process. All pieces were sent below through the tunnel from the Oberland to the dockyard, shipped to Germany, and sold as naval-war material for the benefit of the Allies.

Below the surface the plan was adopted of removing party walls, leaving only a few pillars standing. These pillars were all destroyed simultaneously by explosives, with the result that the roofs fell in, the resulting space being filled in by the Germans, who, thorough as ever, transferred and planted grass over the spots where their former turrets and howitzer redoubts had stood. Lastly, the tunnel itself was blown in after a water-way had been constructed through it to carry the water supply, fresh and salt, for the island and its visitors.

In this great work of demolition between 300 and 600 German workmen were employed, and they worked steadily through-out, giving very little trouble.

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ANNOUNCEMENT.

Owing to the receipt of numerous complaints from patrons as to the inconvenience of various members of the Staff of the Hotels under the Management of this Company in Hongkong, such complaints being to the effect that "Cash" has been demanded in satisfaction of Liquors supplied, and patrons thereby inconvenienced by not being allowed to sign "chits", we beg to draw the attention of our clientele to the terms of the Liquors Ordinance, 1917, an extract from which is hereby given:—

2.—in this Ordinance

- (a) "Cash" means any coins or notes, current in the Colony;
(b) "Sale" includes any transaction in which intoxicating liquor is supplied for any consideration whatsoever, direct or indirect.

3.—(1) Subject to the provisions of sub-section (2) of this section, no person shall sell any intoxicating liquor for consumption on or at any licensed premises except for cash.

(2) Sub-section (1) of this section shall not apply to the following:—

- (a) any sale by the proprietor of an hotel to a person residing at the hotel;
(b) any sale by the proprietor of an hotel of liquor to be consumed in the dining room of the hotel at one of the regular meals of the hotel or of liquor to be consumed in conjunction with any other *bona fide* meal for which a charge of at least thirty cents can be reasonably made;
(c) any sale in accordance with the conditions of his licence by the holder of a restaurant adjunct licence.

4.—Where any intoxicating liquor is sold by a servant or employé in contravention of section 3 of this Ordinance the employer, whether a natural person or a body corporate, shall be deemed to be guilty of an offence against this Ordinance unless he proves affirmatively that the sale was against his express orders and without his consent or connivance.

5.—Every person to whom any liquor is sold to the knowledge of such person, supplied in contravention of this Ordinance shall also be guilty of an offence against this Ordinance.

The co-operation of our Patrons, with a view to assisting us to carry out the provision of the Liquors Ordinance, is respectfully requested.

For and on behalf of

THE HONGKONG HOTEL CO., LTD.,

WALTER J. HAWKER,

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Hongkong, 15th August, 1923.

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SCOTTISH LETTER.

THE KING AND QUEEN AT HOLYROOD.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, July 11th.
The King and Queen are on a week's visit to Holyrood, private and informal in character. Of necessity there are several official ceremonies—including things as the handing over of the keys of the City of Edinburgh—but the prevailing note is one of personal loyalty and friendly interest not formal homage, or the satisfaction of curiosity. Their Majesties were welcomed back again to "hallowed ground" and to "their ain folk."
There was no military display down Edinburgh's famous route to the ancient "House of Kings" at Holyrood—unless one includes Girl Guides and Brownies under that category. No longer is it necessary or fit, as in the days when the Sixth James or the First Charles made their entries, to offer large-scale displays of the Scottish Capital, to strew the Royal route with poetical hyperbole and panegyric, and exuberant protestations of loyalty and veneration—to set up allegorical figures and devices of Peace, Religion, and Justice; to draw harangues in Greek, Latin, Hebrew, and Scots, as well as in English, into the Royal ears; and to set the city fountain flowing with wine. In place of these more or less forced products of fancy and imagination, the Edinburgh of today offers a tribute of genuine love, trust, and respect, founded on knowledge and tested in times both of war and of peace.

More than three hundred years have passed since Holyrood House ceased to be the permanent home of the Sovereigns of Scotland. The departure of the Court from Edinburgh was accompanied, as a contemporary diarist tells us, by "great lamentations and mourning among the common for the loss of their daily sight of their blessed Prince," and King James comforted his disconsolate subjects congregated in St. Giles Church, with the assurance that he would "come and visit his people and good subjects in Scotland every three years." That promise was not kept, and only a few successors "have looked it up." Indeed Holyrood Palace has been much improved since the days when Queen Victoria rather ostentatiously avoided it. Nothing was done in her time to improve the place and when King Edward and Queen Alexandra first visited Edinburgh, they stayed elsewhere, the sanitation of the Palace was considered doubtful. Since then, however, it has been put in habitable order.

DUDDINGSTON LOCH FOR THE NATION.
After several months' negotiation, the purchase of Duddingston Loch for the nation has at last been completed, and it will now round off the Royal Park of Holyrood. It is disclosed that the famous loch has become a public possession through the generous prompting of a native of the City of Edinburgh, Mr. W. H. Asker of Leith. To the people, whether residents or strangers, Duddingston Loch has seemed as much a part of the Royal Park as Arthur Seat itself. Up till now, however, access to and use of it has been enjoyed, as it were, on sufferance, Duddingston and its loch have been the scenes of prehistoric battles, in more recent times of national events, and the resort of characters of national and world-wide fame. Nothing can take from the Loch the charm of its situation, immediately under the shadow of Arthur Seat and its crags; or the stream of legend that is poured into it from the Wells of Wearie; or the memories that cling to it of Mary Stuart and Prince Charlie, of Walter Scott, the Ettrick Shepherd, Thomson of Duddingston, and a host of other celebrities who have trodden its banks. And by happy coincidence the negotiations which have been in progress for its purchase have been successfully concluded on the eve of a Royal Visit to the neighbouring Palace of Holyrood.

LORD DUNDIN TO RE-MARRY.

It is announced that Lord Dundin, Keeper of the Great Seal of Scotland, is to be married this week to Miss Penn Hindley, who for seven years has been Director of Scottish Savings under the Treasury. The wedding, which is to take place at Lambeth Chapel, will be solemnised by the Archbishop of Canterbury. The bridegroom, who is in his 74th year, lost his first wife last December. Miss Hindley is 27 and is a native of Aberdeen. Her success as Director of Scottish Savings has been remarkable. In the seven years during which she has held the post she has been instrumental in raising the amount of savings from £200,000 to £13,000,000. Lord Dundin is well known as a golfer, having been captain of the Royal and Ancient, and at Harrow he was raquet champion. He was one of the judges in the Archdeacon Wakeford case, and acted as chairman last year of the Honours Commission. The late Lady Dundin was one of the eight handsome daughters of Admiral Sir William Edmondstone, Bart., and a sister of the Hon. Mrs. George Keppel. She married Lord Dundin when he was Mr. Graham Murray, and had just embarked on the career in which he was successively Solicitor-General for Scotland, Lord Advocate, Secretary for Scotland, Lord Justice General, and Lord of Appeal in Ordinary. There are three surviving children of the marriage—the heir, Major the Hon. Ronald Graham Murray and two daughters, one of whom is the widow of Major E. L. C. Feilden.

THE PRIME MINISTER AS A SCOT.

One does not naturally associate Mr. Baldwin with Scotland, and still less his first cousin, Mr. Rudyard Kipling, whose whole philosophy is almost aggressively English, although one finds traces of Scotsness in his complete comprehension of the immortal M'Andrews. But the fact remains that the great-grandfather of Mr. Baldwin and Mr. Kipling was a Scot, born and bred, and a Scot too with the fine Highland name of Macdonald. There is a tradition in the Prime Minister's family that a Macdonald ancestor had hoped to accompany a party of friends to Canada, but that owing to the ill health of his wife, he gave up the idea and dropped short in Ireland, settling at Ballynamallard, near Enniskillen, where his son James, the Prime Minister's great-grandfather, was born. This James Macdonald came under the influence of Wesley, and his son was a great Wesleyan

preacher, and married a Miss Anne Browne, who, though born in Ireland was, mark you, of Scots origin. A son of this latter couple married a Welsh lady. Our present Mr. Baldwin, indeed, represents all parts of the United Kingdom and Ireland, so that Mr. Baldwin can claim, like Gladstone, an origin in many places, while we understand why Mr. Kipling, who was born in Bombay, is well fitted to speak for the Empire. An interesting light is thrown on the pride of the family in their Highland patronymic by the fact that Mr. Kipling on going out to see his uncle in Canada travelled under the name of "Macdonald" though the American reporters were quick to detect his disguise.

A SIAMSE PIPER.

At a bagpipe competition confined to West of Scotland school boys, the gold medal has been won by a Siamese boy named Lim-Kar-Taik, who is a pupil in Dolly Academy.

GENEROUS SCOTS.

St. Columba's, the Scottish Church in Port Street, W., again leads the list of Church collections for the Metropolitan Hospital Sunday Fund, so far as the results are known. This year £200 was sent to the Fund by the minister, the Rev. Dr. Fleming, which is more than the total sum collected by the next three highest churches on the list.

THE MORAY ESTATE.

One more great estate in Scotland has been included among the joint-stock companies. The capital is £211,500, and the leading subscriber is the Right Hon. Francis Douglas Stuart, Lord Donne, Kingsfares Castle, Perthshire.

HONGKONG SHARE MARKET CLOSING QUOTATIONS.

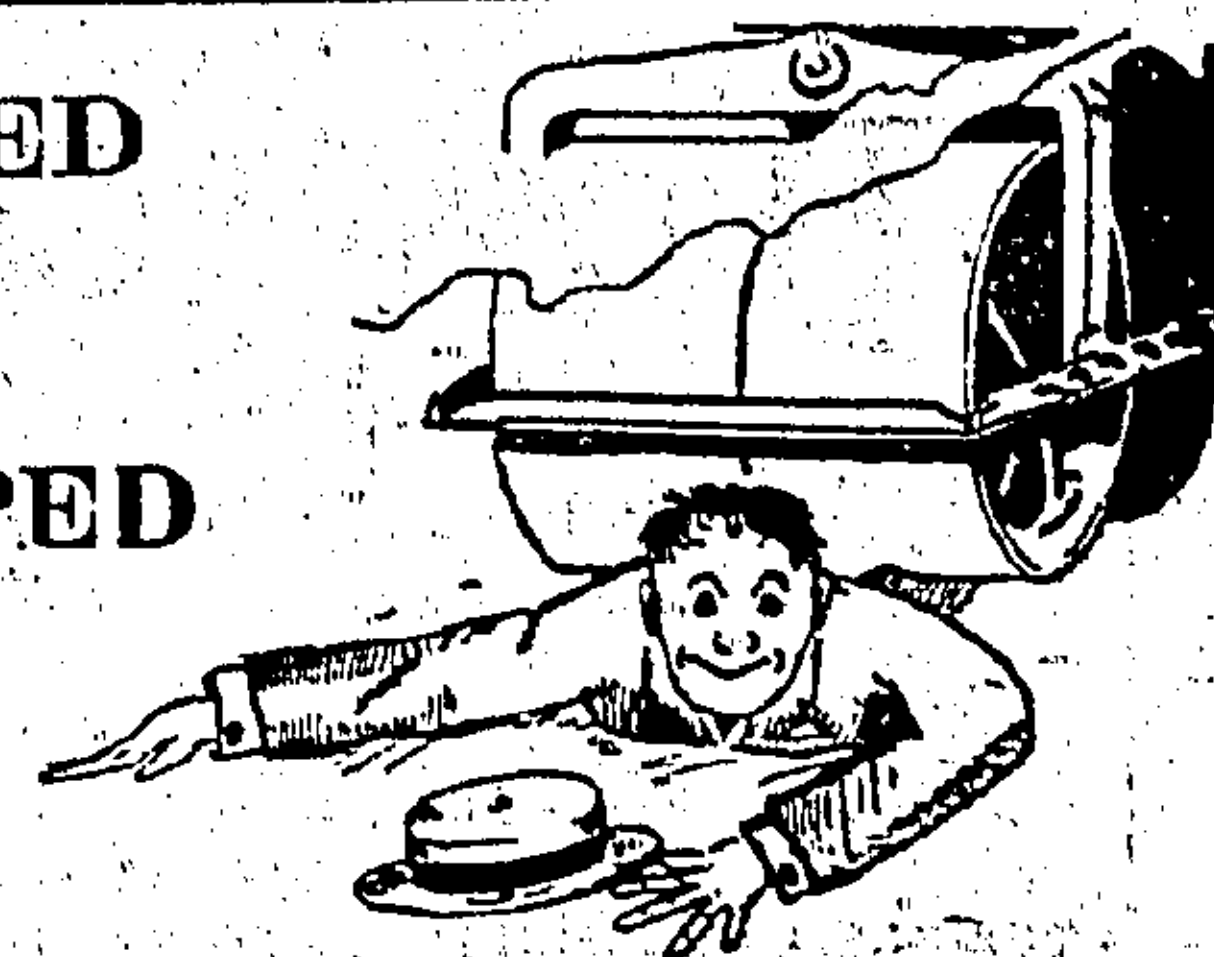
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Hongkong and Shanghai Banks	\$ 1,000 a.
Union Insurance	\$ 229 b.
Steamboats	\$ 412 b.
China Sugars	\$ 317 1/2 b.
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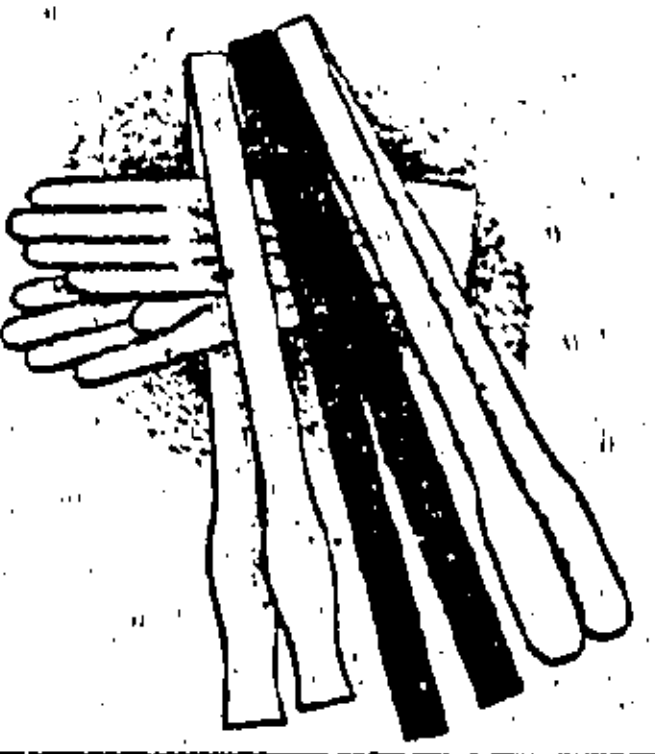
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EUROPEAN AND CASTE IN INDIA.

The *Englishman* (Calcutta) commenting on a letter from a correspondent attributing the apathy of Europeans towards Indian politics to the social cleavages in their ranks says: The European Association, we are told, does not represent Europeans as a whole. The official, professional and mercantile classes hold aloof from the trading, and other classes and Europeans as a whole do not "associate." So far as officials are concerned there have of late been signs of what our Indian friends would term "a change of heart." Times was not so long ago, when official Simla disdained the approaches of mercantile Calcutta. Indeed, one of the objects of the transfer of the capital to Delhi was to enable the Government to escape the pernicious influence exercised upon it by the merchants of Calcutta. On his last visit to this city, however, Lord Reading was good enough to express appreciation of the assistance his Government had derived from the co-operation of Calcutta's representatives and to encourage mercantile Calcutta to play a still greater part in politics. Lord Lytton, for his part, advised every mercantile firm to appoint a "political" Director. The Government, therefore, is no longer averse from the exercise of mercantile European influence in India. In politics, moreover, the official world is now more inclined than hitherto to look benevolently upon the trading community. Has it not announced recently that if Mr. Smith and his wife desire to grace functions at Government House it will be pleased to have the pleasure of their company? In this respect, at least, no distinction will be made between the *barren hills* of Clive Street and Chowringhee. But this, of course, does not do away with the distinction between the communities themselves.

That a gentleman who sells articles by the pair should be looked down upon by the gentleman who sells them by the gross or who provides vessels for their export may be regarded as snobbish nowadays, but there was probably some reason for it in the past. It was naturally assumed that the retail trader had not enjoyed the social and other advantages that the wholesale merchant was able to afford. Neither he nor his children had had the advantage of a high class education, nor was his wife accustomed to "society." Even if they had been admitted to an equality with the mercantile community they would have had little in common and both parties would probably have felt uncomfortable. After all, people are most at ease in their own environment, and until we are all educated to the same level, caste will have its advantages even in England. If Labour leaders are now admitted to Royal tables it is partly because they have learnt to eat peas with a fork and to carry their H's without dropping them! Retail dealers are not in the habit of associating socially with labourers. At the same time, it is natural in these days that the traders of Calcutta, who feel that they are not inferior, either socially or intellectually, to the mercantile community should resent the perpetuation of the old tradition which keeps them apart. It is doubtful, however, whether the distinction will survive much longer in India, where the course of events may compel Europeans of all classes to combine together for their mutual protection. Meanwhile, it is hardly fair to gird at the European Association which has recently shown its disinterestedness by assisting in preparing an electoral roll which includes many persons who are not members of the Association.

SHANGHAI TRADE.

Messrs. Harbert & Co.'s latest Piece Goods Market Report says:—

The disquieting rumours of impending war between the neighbouring provinces of Kiangsu and Chekiang have caused a severe depression on our market, and in spite of official denials from the respective Tughans of any intention to start hostilities, merchants are confining their business to the narrowest limits, and in consequence deliveries during the past week have shown a marked decline.

At the auctions, the quantities on offer were reduced, and this served to steady the prices, more particularly in the case of Greys, which showed some signs of recovery from their recent slump. A pleasing feature during the week has been the revival of enquiries from Szechuan, and nearly 3,000 packages are reported to have been bought for shipment to that market during next week.

The British Chamber of Commerce have now issued their returns of stocks of Piece Goods as on June 30th, and on comparing same with our figures, we find the usual discrepancies, due chiefly to differences in the classification of cloths. In the case of White Shirtings, the difference between our estimates and the Chamber's is somewhat excessive, a certain difference is due to heavy arrivals during the last fortnight of June, which were not in time for inclusion in our figures. It is noteworthy that the stock of Whites based on the Chamber's estimate is 50 per cent. lower than the corresponding figure for last year.

AUSTRALIAN GROWER COTTON.

The Australian cotton crop this season will mean the distribution of over 21,000,000 amongst the farmers and workers of Queensland, in addition to an indirect impetus to various industrial activities. The farmers who are growing cotton number approximately 12,000, compared with 1,000 last year, and the acreage under the plant is expected to be 80,000 or 90,000. The Cotton expert of the Queensland Department of Agriculture reports that practically all the samples of new season's cotton are clean, fine and of good strength. It is claimed by the Cotton Association that the season has proved that cotton will develop and flourish where other crops will fail.

IGNORING THE PUBLIC.

STRONG PROTEST BY STRAITS ASSOCIATION.

The following letter has been addressed to His Excellency the Governor of the Straits Settlements by the Committee of the Straits Settlements (Singapore) Association:—

Singapore, August 7th, 1933.
Your Excellency, My Committee have the honour to refer to the following official communiqué published in the local papers on July 12th:—

"The Government of the Straits Settlements with the concurrence of the unofficial members of council have decided to acquire the site for the new naval base at Singapore and to hand it over as a free gift to the Imperial Government."

The first public intimation of this matter was given by a Reuter telegram stating its announcement in the House of Commons, and the gift was made without the knowledge or approval of the public of the Colony.

This gift of public money has been made in an unconstitutional way, and does not assume the public character which I ought to bear. My Committee, while in no way opposing the principle of the gift, wish to protest strongly against the manner in which it has been made. They are of opinion that in a matter of such importance, full details of the proposal should have been submitted formally to the Legislative Council for public discussion, and that the Press of the Colony, the Chamber of Commerce, and the various public Associations should have had an opportunity of expressing their views before any decision was arrived at. The principle on which the question rests is the same as that which requires that the budget should be discussed publicly in the Legislative Council and my Committee regard a departure from it as a matter of great public concern.

I am directed to remind your Excellency that the procedure referred to above has been adopted by former Governors in connection with proposals which involved the extraordinary expenditure of large sums of the Colony's funds, in view of the fact that the Legislative Council, as then and as at present constituted, is not representative of the public of the Colony.

My Committee will be obliged if information can be supplied as to the amount involved.

I am to add that copies of this letter will be sent to the local press for publication.—I have the honour to be, Your Excellency's Obedient Servant,
STRAITS SETTLEMENTS (SINGAPORE) ASSOCIATION.
W. B. PEMMAN.

Hon. Secretary and Treasurer.

The *Straits Times* comments on the matter in the following terms:—"It is so much a pleasure to find His Excellency the Governor doing the right thing, that we forgive it being done in the wrong way. It may have been observed that we made no comment whatever on the announcement of the grant of land to the Imperial Government for the naval base. We felt that it was what ought to be done; we felt, also, that for the Governor and his personal nominees to do it in the name of the public, without so much as a casual request for public opinion, was to rob the gift of all graciousness and to raise a delicate constitutional question. So we quite concur in the protest made by the Straits Settlements Association, but we most deeply regret that it was necessary, and we hope very sincerely that the Imperial authorities will quite grasp the fact that ninety-nine per cent. of the local public would have appreciated greatly the privilege of being associated with the gift. It is their insulting exclusion from this privilege that they protest against and resent."

SALE OF BRITISH SHIPS TO JAPAN.

P. & O. AND B. I. STEAMERS.

Three British ships have been sold to Japanese shipping men in line with the policy of disposing of old craft displaced by new ones, states the *Japan Advertiser*. The British India (Apar) steamer *Culina* has been sold by that firm to a Japanese marine company in Yokohama according to the Yokohama representatives of this line. The reason given for the sale is that the British company is building new liners and is ridding itself of its older steamers. The *Culina* is of 6,152 tons gross and was built in 1907 at Dumbarton. She is 430 feet 5 inches long, 54 feet wide and 31.9 feet deep. She will be delivered to her new owners.

The Peninsular & Oriental steamer *Utsun* which arrived at Yokohama a few days ago has been sold to the Asahi Steamship Company at Kobe and will be delivered to the new owners immediately. The reported price is £14,000. The *Banca* is one of the older ships of the P. & O. company and is being sold to make room for newer boats. The *Banca* is a steel ship 439 feet long, 51.7 feet wide and 29.1 feet deep. She was built at Sunderland in 1910. She is now en route to Kobe to be handed over to Japanese interests.

The British India (Apar) steamer *Crachia* has been sold to the Hoshitani Steamship Company of Kobe and is to be handed over to those interests immediately. The reported price of sale is £11,500. This ship is now in European waters, but she will be brought to the Orient soon and upon her arrival here she will be taken charge of by the Kobe interests. The *Crachia* is a steel steamer of 5,724 tons gross and was built in 1902 at Newcastle. She is 330.7 feet long, 48.8 feet wide and 24.4 feet deep. Calcutta is her home port.

AUSTRALIAN WOOL AND WHEAT FOR JAPAN.

Mr. Y. Ito who has taken over the management of the Mitsui Bussan Kaisha, Ltd., in Sydney, states that "Japan wants all the Australian wool and wheat it can get, because of its superiority over American produce."

THE TASK IN CHINA.

DR. SUN YAT SEN'S VIEWS.

The annual conference of "The National Students' Union" is being held at Canton at the High Normal College. It is attended by "representatives of the students' unions" of more than ten provinces, together with a large number of guests.

Dr. Sun Yat Sen attended the opening meeting and made a speech which is summarised by the *Canton Daily News* in the following terms:—

In the course of his speech, Dr. Sun declared that the two main questions which the students adopted for this year's Conference in Canton—Foreign Policy and Internal Policy—were side issues. Foreign Policy has reference to the abolition of unrecognised treaties, boycott of Japanese goods and the defeat of Imperialistic encroachment. Internal Policy is to work for the downfall of militarism.

According to Dr. Sun's opinion, all these are issues not important and do not touch the root of the present chaos in China. Dr. Sun declared that the cause of the present deplorable condition in the country is misadministration of government affairs. Diplomatic matters should be left aside for the present, and undivided attention should be devoted to the improvement of the Government, which can only be accomplished by Revolution.

People have the mistaken belief that the turmoil in the country for the last twelve years were brought about by Revolution. Dr. Sun believes that the majority of the people on account of their ignorance will denounce Revolution and welcome the Restoration of the Monarchy. But, in the case of scientific discoveries for instance only a few scientists work and slave in order to benefit mankind by the result of their discoveries. Hence, let the few enlightened men in China take the lead and work for a better government so that the masses can enjoy the blessing of real Democracy.

Many complained that Revolution is a hard task and the chances for success are slim, little knowing that great things have been accomplished in China and, without the people knowing it, success was attained. As for instance, the 1911 Revolution. Wuhan was the place least expected to make the start, for only a few men of the Imperial Army were won over to the Revolutionary cause. And yet, when their work with the revolutionists were discovered, these few men could not help but start the Revolution, little dreaming that it would be a success. The result was a success. Li Yuan Hung, an ex-Colonel and one of the few men on the list of revolutionists, believing that success had been attained was in hiding. He was dragged from under his bed to head the Revolutionary Army.

If there is a will, success is assured, said Dr. Sun. The sufferings and hardships we have to undergo during the Revolution are the stepping stone to success. It took America nearly twenty years to establish a stable government, counting the years of the Revolution up to the time that real peace and order were restored. France suffered more; it took her nearly ninety years, to have her house put in order. If everybody had worked for the Revolution with a will, success in the formation of a real Democratic Government in China would have been accomplished long ago.

In conclusion, the students were urged to ignore Foreign Policy and to concentrate their attention on the work of establishing a real Democratic Government in China by Revolution.

THE HEAT IN PEKING.

IS THE PANAMA CANAL TO BLAME?

MIDSUMMER MARRIAGE AND MADNESS.

Rodney Gilbert writing from Peking to the *N.C. Daily News* says:

There is much comment here this year among all classes of Chinese upon the sufferable character of the summer heat. The temperature has been lower than usual at this season, but with the heavy rainfall the air has a decidedly tropical feel and smell which the native northerners find almost unbearable. The streets of an evening are littered with thousands of half-clad natives, trying to get a little air, and some sleep out in every alleyway. Tables at the restaurants on the Shih Cha Hai in the North city, where convivial parties may overlook a now or so of Johnnies and imagine that the swamp air is wholesome, now cost \$12 an evening, while the mad shed tea houses along the canals do a thriving business up to the unprecedented hour of midnight. One bright idea that has taken hold of the community is that China's climate has been undergoing a radical change since the opening of the Panama Canal. They say that the south gets colder winters and the north hotter summers because of this.

As an example of the serio-comic incidents to which the midsummer heat leads, the Chinese papers have quoted the sad case of one Wang Chi-haiang, a copper smith outside the Chien Men who has involved himself in a lawsuit because, while recovering from a heat stroke, he married a girl betrothed to his nephew, while his fiancée was wedded to the nephew. Worse than this is likely to happen, with the Tien-tsin party fretting about in its *cat's paw*, if the weather does not improve according to traditional schedule towards the end of August.

A GIGANTIC OPIUM COMBINE

BIGGEST SMUGGLING ORGANIZATION YET DISCOVERED.

PROFITS RUNNING INTO MILLIONS.

The *N.C. Daily News* says it is able to state upon very reliable authority that details are coming to light of an opium smuggling combine working upon a huge scale, far wider than anything in its scope brought to the notice of the authorities for the past five or six years. It is alleged that a number of prominent Chinese officials are interested in the scheme, working in conjunction with a group of foreigners in the Settlement.

Since the establishment of the Anti-Opium Association feeble steps have been taken to suppress the opium evil. For some time past, however, the number of opium cases—smuggling, selling and smoking—as well as the quantities seized and burned have increased quite considerably; in fact, it might be said, quite enormously and alarmingly.

It was only recently that several fishing boats at Woosung were seized and, hidden on board, there was opium to the value, it is said, of more than a million dollars. These were detained for a short while, but later released and nothing further was heard of the case.

Again, only recently, not more than three weeks ago, we had occasion to report that a water police officer was concerned in the smuggling of the drug but, aside from his being dismissed from service and a couple of his subordinates transferred to other patrols, there was no punishment inflicted.

The criminal laws of China are strict enough, but evidently they are not enforced strongly enough. In fact, any law court desirous of inflicting punishment is practically powerless here. If the laws were only properly enforced, we would certainly see less opium smuggling. In days gone by, the Chinese Government used to pay a certain percentage of the value of any opium seized to informers in case the information they gave proved to be correct and resulted in a seizure.

Opium smuggling is taking place under the very eyes of the Chinese authorities; in many cases it is going on with their knowledge and consent, as in the affair with which we are shortly to deal, but, as the Chinese say, they simply wink their eyes and turn their heads elsewhere.

FEES AND INSURANCE.

Information in our possession shows that an opium combine has been established, the purpose of which is to allow the smuggling of opium upon the payment of a fee. This combine is stated to have among its members a large number of prominent, as well as smaller, Chinese military and police officials, civil officials, "drug investigation officers," Municipal and French Concession police, and loafers.

Aside from the "fee" they receive for allowing the landing of the opium, they carry on a form of insurance business, which guarantees to bring the opium safely to Shanghai and see that it is landed safely. Most of the drug, which comes from Yunnan, Fukien, Szechuan, Kweichow and Kwangtung, as well as other places, is rolled in balls of one or two pounds weight each. The insurance is set at \$1 per ounce of opium which they land, and the fee differs in various cases, the general average being between 50 cents and \$1 per ounce.

On January 10 of this year (the combine, we understand, has been operating for the past three or four years) it is stated that an official attempted to smuggle 300 boxes of opium into Woosung, but was detected by the agents of the combine. As the official had not previously arranged with the combine, his opium was seized. A fight was narrowly averted by a high military official and other "detectives" who came on the scene and acted as mediators. The result was that the official paid a high fee to have his opium handed back to him.

The result has been that smuggling is now being carried on on a larger scale than ever and it is reported that at Woosung alone, more than 1,000 cases are being landed monthly. Each chest has, on the average, 2,800 ounces of the drug. This at the rate of \$1 per ounce brings the combine \$2,800 on each case. Hence the lowest amount obtained monthly is \$24 millions, or nearly \$30 millions annually.

We understand that a large number of politicians have their eyes on the combine and are attempting to gain admittance in order, it is said, that they may get hold of the money and use it for stirring up trouble in China. Their aim, we learn on very good authority, is first to create a disturbance in the Yangtze Valley; after which, if they succeed, they will play the same charming game elsewhere.

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are conceded to be one of the very best forms of bifocal lenses. The bifocal segment is ground and fused into the distant lens making the product practically one piece of glass. The segments are totally invisible and the lens has a beautiful appearance. Kryptok lenses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., Successors to Clark & Co., Manufacturing and Refracting Opticians, the most competent optical manufacturing establishment in South China—located in 63 Queen's Road Central. Fitting glasses and testing the sight is their speciality.—ADVT.

LAUNCH OF THE S.S. "HANG CHEONG."

UNIQUE EVENT AT TAIKOO DOCKYARD.

HAPPY WEATHER OMENS.

Heavy rain beat on the decks of the S.S. *Hang Cheong* as she slid down the slipway at Taikoo Dockyard yesterday morning on the occasion of her launching. Then, as she hit the water and glided away from the land, the clouds broke a little, and gradually strengthening rays of sunshine lit the sea around, lending added colour to the sudden bunting flying over the ship. The courtesy thus shown by the elements was considered a happy omen both by the European builders and the Chinese owners alike.

The event was unique in the annals of the Taikoo Dockyard since the *Hang Cheong* is the first vessel to be launched from their yard which has been ordered by purely Chinese enterprise. Two more ships similarly ordered are soon to be commenced, and it is hoped that more orders will follow. The *Hang Cheong* was built under the instructions of the Yau Tak Steamship Company, of Macao, and she will ply between that Colony and Canton.

The vessel was launched by Mrs. James Reid, who, after pressing a button, broke the champagne bottle over the ship's bows in accordance with time-honoured custom. The boat took the water smoothly and gracefully, and, once well afloat in mid-stream, was taken in tow and tied alongside another section of the yard. After the launching the guests were entertained to refreshments, speeches were made, and toasts drunk.

"MUCH WATER, MUCH MONEY." Mr. G. T. EDKINS, commenting on the weather, remarked that after all they had been praying for rain, and they could not have too much of a good thing. Also there were compensations. The Chinese had a saying, "much water, much money," so he trusted that in this case the rain augured well for the financial success of the *Hang Cheong*. And then with the launching of the ship the rain had cleared away—another good omen. The Company were very pleased to receive the order for the building of the vessel, coming as it did from a purely Chinese source. The owners were Chinese merchants, and they had shown their enterprise and ability in asking that the boat should be built on the best lines, and of the very best quality. These orders had been faithfully carried out. The quality was of the highest order—throughout—steel, timber, design, and fittings. He felt sure that she would stand comparison with any vessel of her class turned out in any part of the world. Mr. Edkins then proceeded to give the vessel's dimensions (which we print further on), and added that the *Hang Cheong* was up-to-date in every respect.

He went on to remark that the launching of the ship from the Taikoo Dock was another step in Anglo-Chinese co-operation—a cause they all sought to further in this Colony. "I now ask you to join me," said Mr. Edkins in conclusion, "in wishing a prosperous future to this new vessel, in its trade and in every other way, coupling with the toast the name of Mrs. Reid for so kindly and gracefully launching the boat."

The toast was drunk with enthusiasm, after which Mr. Edkins presented Mrs. Reid with a small souvenir of the occasion.

Mr. W. H. TONE, a partner in the firm of the Yau Tak Steamship Company, expressed his gratitude, and the gratitude of his Company to Mrs. Reid for launching their new boat. They had been told that this was the first time a purely Chinese enterprise had ordered a vessel from the Taikoo Dockyard, and he felt sure that the excellence of the product would have the effect of attracting other orders from among Chinese shipping companies. The Taikoo Dockyard had a reputation not only in the East, but all over the world. He firmly believed that the *Hang Cheong* would prove a credit to her builders. He gave the toast of the Taikoo Dockyard, coupling with it the names of Mr. Reid, the Chief Manager, and of Mr. Greig, the Chief Engineer.

WASTED, A FLEET.

The toast having been drunk, Mr. Reid, replying on behalf of himself and his wife, said he had had some difficulty in getting his wife to launch the vessel, and had succeeded by pointing out that this occasion was unique in its way, inasmuch as it was the first purely Chinese order for a ship the firm had received. They did appreciate the owners coming to the Taikoo Dockyard with their instructions, and they had put their best into the vessel. He hoped that this would lead to further orders from Chinese owners, and was glad to say that even now they had two more waiting. But he hoped the time would come when there would be a whole fleet of vessels coming and going in the Harbour with the Taikoo name-plate at both ends.

After a short interval, Mr. G. T. EDKINS arose and made a short speech, remarking on the presence of the Rev. Dr. Pearce. Dr. Pearce was, he thought, the oldest European resident in Hongkong. During the whole history of his life in the East he had been associated with the welfare of the Chinese, and had done an enormous amount of good among them. Dr. Pearce had informed him that this was the first launch he had ever witnessed, and this being the case they at Taikoo were more than pleased at the opportunity of being able to provide him with the experience. They were glad, too, to have him that day because he stood as a representative of the inherent friendship which existed between the British and the Chinese. He thought the reverend gentleman would, perhaps, be kind enough to address the Chinese present in their own language.

Before doing so Dr. PEARCE thanked Mr. Edkins for the kind expressions of goodwill to which he had given utterance, and remarked that the launching was an experience the memory of which he would carry with him for the rest of his life. He then proceeded to address the Chinese, an address which, presented in their own tongue evidently met with hearty approval.

Visitors were afterwards conducted over the works in the Dockyard.

Amongst those present at the launching were:—Mr. G. T. Edkins, Mr. G. M. Young, Mr. and Mrs. J. Reid, Mr. B. E. McGregor, Mr. D. Abney, Mr. K. E. Greig, Capt. Dillon, Mr. B. Tanner, Mr. and Mrs. J. B. Chapman, Mr. W. Lang, Mr. and Mrs. C. C. Nelson, Mr. T. S. Morrison, Mr. W. Russell, Mr. E. M. Sleigh, Mr. and Mrs. E. Cook, Mrs. Gray, Mr. and Mrs. A. Brosted, Dr. T. W. Pearce, Mr. and Mrs. H. Griffin, Capt. R. Hodgson, Mr. S. Couch, Mr. J. Pals and a large number of prominent Chinese residents.

THE VESSEL'S DIMENSIONS.

The *Hang Cheong* is a steel twin screw steamer, with turbine engines, and has been built for river work. Her length over-all is 188 feet, and she has a beam of 31 feet at deck, and a depth of 19 feet 3 inches. The hull is constructed of Siemens-Martin mild steel (tested to Lloyd's requirements), and has a straight stem, round stern with flat plate keel, and five water-tight bulkheads. The main deck, which is laid with teak planking, has sailors' and firemen's accommodation forward with the remainder of deck space for third class passengers and cargo, three hatches being arranged, two forward and one aft. The upper deck is also laid with teak planking, and has a large wooden deckhouse extending almost the full length of the vessel. The forward part of this deckhouse forms a handsome saloon. There are 12 state rooms aft for first class passengers. Accommodation for 2nd class and Intermediate 2nd class passengers has been arranged aft of the first class space. On the boat deck there is a large deckhouse forward, containing the wheelhouse at the fore end, and the captain's and pilot's rooms. A 1st class saloon and staterooms occupy the remainder of this deckhouse. There are eight large dry state rooms, each having two cot berths, electric fan, and berth reading lamp, folding lavatory with hot and cold water service laid on, and each stateroom has two doors to give a through draught in hot water. A large deckhouse is arranged at the after end of the boat deck, having a private saloon and rooms for petty officers. All passengers spaces have a hot and cold water service laid on. A permanent awning extends the full length of the boat deck. Steam windlass with warping capstan is installed forward and one steam warping capstan aft. Steam steering gear is fitted in engine casing on boat deck with leads aft to quadrant.

There is a full equipment of life-saving apparatus, and the piracy convention requirements have been fulfilled. The machinery consists of two sets of triple-expansion engines, with one cylindrical Scotch boiler, having a working pressure of 160 lbs. per square inch. A speed of 11 knots per hour is anticipated. Altogether in fact, the *Hang Cheong* is confidently counted upon to prove a splendid addition to the river class steamers in these waters.

BRIGANDAGE IN KWEICHOW.

A ROMAN CATHOLIC CATHEDRAL LOOTED.

The Roman Catholic Cathedral at Rilangpa, in the north-west of Kweichow province, has been looted by brigands and a Chinese priest and a friend have been taken captive. A correspondent of a Shanghai contemporary says: It is stated that the robbers released the latter, and told him to take "leg-bail" but he refused. He pointed out to his captors and his companion in distress was older and less likely to bear the strain of "living out" and asked permission to remain with the freebooters while Mr. Hu went free. His request was not accepted but his suggestion could not be accepted he immediately replied: "Then I will remain in custody with him in order that he may not be deprived of fellowship." Up to the time of writing there is no news of the gentlemen having been set at liberty. All efforts to trace their whereabouts have failed but rumour has it they are being well-treated.

THE ARMS ORDINANCE.

HINTS OF SMUGGLING ARMS ON LARGE SCALE.

REQUEST FOR BAIL REFUSED.

Yue Man Hon, aged 29 years, and described as the Assistant Comptroller of Messrs. Dodwell & Co., Ltd., was charged before Mr. O. D. Melbourne, yesterday, with having in his unlawful possession one Mauser pistol and one revolver.

Mr. T. H. King, Deputy Superintendent of Police, prosecuted and Mr. M. K. Lo appeared for the defence.

The defendant pleaded "Not guilty" and Mr. T. H. King asked for a week's remand.

The Magistrate: Now what about bail?

Mr. King: I am instructed to oppose bail.

Mr. Lo said that, as far as he was able to understand, there was only one charge against his client and that was unlawful possession of two fire arms. Without leaving any opening for Mr. King, he would like to point out that seeing there were no extraordinary or special circumstances he saw no reason why his Worship should not extend bail. It did not appear to be an extraordinarily serious case, and unless a perfectly good reason was forthcoming he did not understand why the privilege should not be given. There was only one point he wished to bring forward, if Mr. King was not going to set out any extraordinary or special circumstances. He thought he was justified in informing his Worship that the defendant was quite well known in the Colony and a very respectable man. He was employed as the Assistant Comptroller in Messrs. Dodwell & Co. and that was all the more reason why his Lordship should let his client out on bail, especially if the police were going to ask for a week's remand. That would entail considerable hardship on the defendant. There was no justification for a week's remand as the charge was only that of possession of two arms.

Mr. Melbourne referred Mr. Lo to Mr. King and these two gentlemen held a whispered conversation, at the end of which Mr. King said he had had a conversation with Mr. Lo and he again pointed out that he had been instructed to oppose bail at all costs on the ground that in the defendant's possession were found certain documents which were at present under examination by the Law Officers of the Crown and which might lead to further proceedings. These documents were concerned with dealings in arms, running to lakhs of dollars. Until he had received further instructions he must oppose bail entirely.

Mr. Lo said that at the moment the only charge before the Court was that of one Mauser pistol and one revolver.

The Magistrate pointed out that the defendant was liable to a fine of \$1,000 and one year's imprisonment in addition.

Mr. Lo, while agreeing, said there must be some principle on which his Worship had to decide matters of granting bail. It seemed quite clear that in the present case the charge so far only dealt with the possession of a Mauser pistol and a revolver. Mr. King had said that certain papers and documents were under consideration which might result in further charges being added, but he only mentioned the possibility of this, and at the moment the Court was only concerned with one charge—relating to one pistol and one revolver—and on that one charge he asked for bail. It was not sufficient for the prosecution to take into consideration extraneous circumstances which might possibly have no connection with the present charge. It was most unusual that the refusal of bail should be based only on the mere possibility of another charge being brought up. It was not suggested that the defendant took part in any armed robbery or even in a case concerning a dangerous project.

His Worship said he had refused bail before in such cases which had come before him and at the present moment it did not seem desirable that bail should be granted. If Mr. Lo wished, he could make an application for bail later. In the meantime he would grant a week's remand without bail.

The defendant was then remanded for one week.

SERIOUS CHARGE AGAINST CHINESE WOMAN.

Tso Sin Sang, a young Chinese woman of prepossessing appearance, was charged before Mr. Melbourne at the Magistrate's yesterday morning, with being an accessory to abetting or procuring certain persons to commit a robbery with violence on another woman whereby a quantity of jewellery was stolen. The defendant was brought to the Station by the complainant and arrested on her arrival there.

Sub-Inspector Reynolds prosecuted and asked for a week's formal remand. This was granted.

THE BANK LOAN CASE.

WHAT THE LAWYERS LIKE.

"If this case is to be spun out it will have to be adjourned." This remark was made in the Supreme Court, yesterday morning by the Chief Justice to Mr. Jenkin during the continued hearing of the case in which the Yik On Bank is claiming \$73,925.26 from a Chinese merchant named Yuen Hang Kiu, being money lent and interest due.

Mr. C. G. Alabaster, K.C. (instructed by Mr. M. M. Watson, of Messrs. Johnson, Stokes and Master), is appearing for the plaintiffs and Mr. F. C. Jenkin (instructed by Mr. G. K. Hall Brutton) for the defendant.

The plaintiffs' case is that the Bank advanced \$318,005 against a security in the form of shares in public companies; that the defendant failed to redeem the shares, which were sold for \$378,232.56. After this sum together with brokerage and stamp fees had been credited to the defendant, it was alleged the money mentioned in the claim still remained owing.

Cross-examining the manager of the plaintiff bank yesterday morning, Mr. Jenkin asked how a certain transaction was put through, and as the answer was not readily forthcoming Mr. Jenkin said: "Perhaps you could look it up during the week-end."

His Lordship, with some warmth, said: "An assurance was given to me that this case would not take more than two days. On that assurance, I agreed to take it yesterday. I was told in Chambers that the material parts of the defence were being dropped and that the issue would be quite simple. But for that assurance I should not have agreed to take the case yesterday. I have plenty of other work and there is a heavy criminal sessions next week. If this case is going to be spun out it will have to be adjourned."

Mr. Jenkin: I regret, my Lord, if I— His Lordship said he was not blaming Mr. Jenkin, who was not in Chambers when the assurance was given.

The case proceeded in the afternoon, and was adjourned.

ALLEGED SERIOUS CONSPIRACY.

AMMUNITION STOLEN FROM SHIP'S CARGO.

At the Magistrate's, yesterday morning four Chinese appeared before Mr. J. B. Wood on a charge of conspiring to steal 8,432 rounds of Mauser ammunition from the S.S. *Faira* on the 13th inst.

Mr. T. H. King, Deputy Superintendent of Police, prosecuted, Mr. A. E. Hall appeared to defend the third defendant.

Outlining the case Mr. King said that on the night of the 13th inst. the S.S. *Faira* was lying alongside a wharf at the Kowloon Godown. She had on board amongst her cargo 50 cases of ammunition. All the cases were intact on the 13th inst. Early on the morning of the 13th inst. Sergt. Carey was on patrol in a sampan with four detectives. He came round the end of the wharf and his suspicions were aroused by another sampan lying alongside the wharf. He jumped on to the wharf and told his detectives to go to the sampan, where they found the fourth defendant. He had a flour bag tied round his waist and his sampan was concealed under the wharf. Sergt. Carey went on to the ship and found the second and third defendants sitting on two bales of cargo. On the deck were several flour bags filled with Mauser ammunition. He then made enquiries and went down into the ship's hold where the ammunition was stored. There he found the first defendant. He was employed on the ship as a watchman. There was also another man, but he escaped. The first defendant was sitting on a bale of cargo. On being told to get up, three or four rounds of ammunition and a clip of holding ammunition fell on to the floor of the hold. Several cases of ammunition were found to have been broken open. Standing close by a Norwegian Officer was seen.

Mr. King at this stage remarked that the ship had already sailed and was now out on the Pacific, and he did not know when she was likely to return.

The Magistrate remarked that the larceny had not yet been completed and asked how many rounds were stolen. Mr. King replied that 100,000 rounds were missing, but the defendants were charged with conspiring to steal only 8,432 rounds, the amount found in the flour bags on the deck and recovered by the police.

Mr. King asked for a week's remand as he wished to investigate the case very carefully. He hinted that the form of the charge might be modified.

Mr. Hall asked for bail. This was opposed by Mr. King who said if bail was granted he would ask for it to be placed very high.

The first defendant was allowed out on bail of \$3,000 and the other three on bail of \$2,000 each.

The case was then remanded.



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(KING OF CELLISTS)

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NEW ADVERTISEMENTS

THE ROYAL HONGKONG GOLF CLUB.

OWING to the Wet State of the Course at HAPPY VALLEY, the Competitions for SUNDAY, 19th, are POSTPONED indefinitely.

PERCY SMITH, SETH & FLEMING,
1811

THE ROYAL HONGKONG GOLF CLUB.

OWING to the Heavy Rains, both Courses at FANLING are CLOSED until further Notice.

PERCY SMITH, SETH & FLEMING,
Secretaries & Treasurers.

WANCHAI WESLEYAN CHAPEL.

SPECIAL DEDICATION SERVICE.

THE Dedication of the New Baptismal Font erected to the Memory of the late Mrs. BONE (wife of the Rev. CHARLES BONE) will take place at the Sunday Evening Service at WANCHAI WESLEYAN CHAPEL, on SUNDAY Next.

Preacher: The Rev. E. DEWSTON, Chairman of the South China Wesleyan Mission District.

Special Singing by the Choir.

A Cordial Invitation is extended to all Friends.

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID AND STRAITS.

THE Motor Vessel

"GLENSHANE" having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 21st August, 1923, at Noon, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 20th August, 1923, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 15th August, 1923.

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 2814 for 30 Shares numbered 55303 to 55332; Certificate No. 4917 for 25 Shares numbered 99851 to 99876; and Certificate No. 4820 for 8 Shares numbered 2402 to 2410 all registered in the Name of GEORGE HUYES have been LOST or DESTROYED, and should these Certificates not be produced to the Company before the 15th DAY OF SEPTEMBER, 1923, New Certificates for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 15th August, 1923.

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TO BE LET, furnished, from the 1st November for 8 months or possibly longer, a FIVE-ROOMED HOUSE on BAKER'S ROAD, near close to Tram Station, with Tennis Court and Garden.

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FOR SALE by Private Treaty, VALUABLE LAND AT KOWLOON, with Sea Frontage, having a Total Area of Upwards of 97,000 Square Feet.

For Particulars apply to JOHNSTON, STOKES & MASTER, Solicitors.

Princes' Building.

THE HONGKONG JOCKEY CLUB.

MEMBERS wishing to subscribe for Subscription Gifts for the ANNUAL RACE MEETING, 1924, will find Lists posted at the Hongkong Club, Jockey Club Stables and Race Course.

ANNOUNCEMENT.

MESSRS. HOLYOKE, MASSEY & CO., LTD., have THIS DAY been appointed Sole Distributors in Hongkong and South China for the Products of the WESTINGHOUSE ELECTRIC INTERNATIONAL COMPANY. Our Representative, Mr. W. M. VERNOR, will make his Headquarters in the Office of the Distributor, Queen's Buildings.

WESTINGHOUSE ELECTRIC INTERNATIONAL COMPANY.
E. L. MCCLOSKEY,
Manager for China.

8th August, 1923.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND of ONE DOLLAR (\$1.00) per share for the 22nd AUGUST, 1923.

Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 14th AUGUST, 1923, to THURSDAY, the 22nd AUGUST, 1923, both days inclusive.

SHEWAN TOMES & CO.,
General Managers.

INTIMATIONS

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of August, 1923, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR of eight Lots of CROWN LAND at Stubbs' Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lot	Boundary Measurement	Area in Acres	Area in Square Feet	Area in Square Meters	Area in Hectares	Area in Gacens
1	Stubbs' Road, Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.	142	34,700	34,700	142	142
2	do.	152	35,000	35,000	152	152
3	do.	106	24,500	24,500	106	106
4	do.	50	11,500	11,500	50	50
5	do.	76	17,500	17,500	76	76
6	do.	172	39,000	39,000	172	172
7	do.	90	20,500	20,500	90	90
8	do.	138	31,000	31,000	138	138

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAM FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship

"ALIPORE" carrying His Majesty's Mails, will be despatched from this port at Noon on THURSDAY, the 22nd August, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office up to 5 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 15th August, 1923.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "LYCAON" are hereby notified that the Cargo will be delivered into Hoi's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Hoi's wharf. The Cargo will be ready for delivery from Godown on and after 14th August.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 20th August, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 3rd September; or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th August, 1923.

THE BEN LINE STEAMERS, LTD.

From ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENBEOCH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 28th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 14th August, 1923.

INTIMATIONS

NOTICE OF REMOVAL.

THE Offices of the "HONGKONG DAILY PRESS" have been removed to 11, CHATER ROAD (3rd floor), to which Address all correspondence should be directed. Hongkong, 16th July, 1923.

REPUBLIQUE FRANÇAISE

GOUVERNEMENT GÉNÉRAL DE L'INDO-CHINE

APPEL D'OFFRES (LOCATION)

LE GOUVERNEMENT GÉNÉRAL de L'INDO-CHINE française recueille des offres de l'immeuble qu'il possède à SHANGHAI (ancien Bureau des Postes), comprenant:

1°—Un vaste bâtiment à étage situé sur le quai, à l'intersection de la rivière de Canton et du canal qui sépare la Concession française de la cité chinoise, composé au rez-de-chaussée de sept pièces dont une de 15 mètres sur 7 mètres et à l'étage de sept pièces, d'un office et d'un cabinet à toilette.

2°—des dépendances composées: au rez-de-chaussée de 2 cuisines et de 3 petites chambres; au premier étage de 3 chambres de boys.

Les offres de location seront reçues au Consulat de France à Canton jusqu'au 20 Septembre à 5 heures de l'après-midi.

Canton, le 9 Août 1923.

LE CONSUL DE FRANCE, G. GOUBULT.

REPUBLIQUE FRANÇAISE

GOUVERNEMENT GÉNÉRAL DE L'INDO-CHINE FRANÇAISE

APPEL D'OFFRES (ACHAT)

LE GOUVERNEMENT GÉNÉRAL de L'INDO-CHINE française recueille des offres d'achat de l'immeuble qu'il possède à SHANGHAI—Canton (ancien bureau des Postes), comprenant:

1°—un vaste bâtiment à étage situé sur le quai, à l'intersection de la rivière de Canton et du canal qui sépare la concession française de la cité chinoise, composé au rez-de-chaussée de sept pièces dont une de 15 mètres sur 7 mètres et à l'étage de sept pièces, d'un office et d'un cabinet à toilette.

2°—des dépendances composées: au rez-de-chaussée de 2 cuisines et de 3 petites chambres; au premier étage de 3 chambres de boys.

3°—le terrain sur lequel sont édifiés ce bâtiment et ses dépendances, d'une superficie de 881 mètres carrés environ, inscrit sous le No. 6 du plan cadastral, le dit terrain détenu par le Gouvernement Général de l'Indochine en vertu d'un bail emphytéotique qui prendra fin le 28 Juin 1983.

Les offres d'achat seront reçues au Consulat de France à Canton jusqu'au 20 Septembre 1923 à 5 heures de l'après-midi.

Canton, le 9 Août 1923.

LE CONSUL DE FRANCE, G. GOUBULT.

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FIRST Class and Most Up-to-date Residential and Tourist Hotel. Six Stories of Commodious Large and Airy Rooms with every Modern Appliance. Elevator to Every Floor and to Roof Garden. Hot and Cold Water, Electric Lights, Fans and Bells throughout. Exceptionally Well Ventilated Bar and Billiard Rooms. Moderate tariff and most Excellent Cuisine supervised by Experienced Chef. Monthly and Family Rates can be arranged at Most Reasonable Terms.

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SEND 13/- and we will mail you regularly every week for 52 weeks a copy of any British Weekly Newspaper, such as: Lloyd's People, Tit Bits, Pearson's, etc., etc. Hundreds of papers on our Big List mailed free. A different paper sent weekly, or the same publication for 52 weeks. 13/- pays for a year's subscription, including postage. Most unique and up-to-date service, greatly appreciated by members throughout the Empire.

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Letters are lying at this Office for Boxes—KS, and No. 1150, 970.

TWO LET—TWO OFFICE ROOMS Centrally situated. P. O. Box 269.

TWO LET—EUROPEAN FLATS in Lee Building, Wanchai Gap Road. Apply to 32, Kennedy Road.

WANTED from the Beginning of October, A FURNISHED HOUSE or FLAT, Peak or Mid Level. Apply to Mr. H. G. L. MUNIZ, c/o CHARTERED BANK.

INTIMATION

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WHISKY

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Wine & Spirit Merchants.

ESTABLISHED 1841.

BIRTH.

MERRILL—At Shanghai, on August 5th, to Mr. and Mrs. H. F. MERRILL, a daughter.

DEATHS.

BETINES—At Shanghai, on August 9th, JOHN JOSEPH BETINES, aged 14 days.

HEER—At Shanghai, on August 8th, ANDREW HEER, 26, Helen Terrace, aged 77 years.

HOWE—At Tokyo, on August 5th, MARY ANNIE, dearly-beloved wife of Dr. M. A. Howe, of Yokohama, in her fifty-ninth year.

POON—At Shanghai, on August 9th, ALICE F. POON, widow of the late J. A. POON, of Shanghai.

Hongkong Office: 14, Chater Road. London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 17th, 1923.

CHINA'S NEXT WAR?

CHINA nowadays seems never to be free from wars or rumours of war, but it came as a surprise the other day to learn that the American, British, French and Japanese Ministers in Peking regarded the rumours of an impending conflict between the provinces of Kiangsu and Chekiang so seriously as to cause them to present identical notes to the Chinese Foreign Office urging the Government to take measures to prevent a conflict, and intimating that in the event of the Chinese Government's failure to do so, the Powers "may take measures for the protection of their nationals in that neighbourhood." It needs only to be said that Shanghai is on the borderline of these two provinces in order that the reader may understand the necessity for the warning given by the Foreign Ministers. Whether the phantom Government in Peking has the influence and power to prevent a conflict in this region is doubtful. According to a Chinese News Agency in Peking the "scheme" of the Anfuite politicians is "to link up the provinces of Chekiang, Fukien and Kwangtung, then invade Kiangsi, and finally take Nanking by force of arms for the establishment of a new Government there, to compete with the Peking administration and legislature, and by

creating disturbances in Kiangsi and Anhui, they expect to render the position of the Chihli faction in the Yangtze Valley insecure and untenable." An enterprise of that kind must inevitably entail war on an extensive scale, and the Powers would need to take steps betimes for the protection of the lives and property of their nationals in this, the most important region of foreign trade in the whole country. In Peking a week before the Powers presented their warning Notes to the Chinese Government it was considered that the Anfuite scheme had been frustrated by the result of the conflict at Amoy which was considered to have made it clear that a serious obstacle is interposed to a junction of the Anfu forces with those of the Kuomintang in the province of Kwangtung. Moreover, General Wu Pei-fu has moved a strong force to Hanchowfu, in northern Kiangsu, in order to strengthen the Tsuchun position at Nanking. Yet it was ten days later that the Foreign Ministers at Peking deemed it necessary to present their Notes on this subject, and the local circumstances supplied them with ample excuse for apprehension. The Chinese merchants in the Lower Yangtze region were evidently greatly alarmed by the evidences of preparation and by the persistent rumours of impending war. Trade in that region has been seriously disturbed. Many meetings have been held by Chinese commercial organisations in Shanghai and elsewhere resulting in earnest appeals to the Military Governors of Kiangsu and Chekiang to keep the peace. A telegram from Peking which we publish to-day states that the Cabinet has discussed the identical Notes and decided to inform the Powers that "there is no danger of an outbreak of war." We suppose this confidence is based upon the special military precautions that have recently been taken by General Wu Pei-fu, supported by assurances from the Military Governors of the provinces concerned. It is evident from the Chinese newspaper reports that there is still a wide-spread belief in the regions of the Lower Yangtze in the inevitability of this war, and it will need better evidence than the assurance of the Government at Peking that there is no longer any danger. If it is true that grave discontent prevails among General Wu Pei-fu's troops because their pay has been seven months in arrear and the Finance Bureau has been able to raise only enough to cover one month's pay, the loyalty of such an army in a crisis might well be suspected, but the declarations that have been made by the local Military Governors that they will not move into each other's territory and cause trouble would seem to constitute the best assurance of peace.

It is announced that forgeries of Macao lottery tickets have appeared in Shanghai and are being extensively sold.

It is announced that the wedding of Capt. Gordon Eriksen Hansen, Indian Army, and Miss Courtney Margaret Winifred Way of Tientsin, will take place shortly.

It is stated that the China Merchants' S.N. Co. is shortly to establish a school of navigation in Shanghai for the training of future officers for China's mercantile fleet.

The total output of the Kailan Mining Administration's mines for the week ending August 4th amounted to 94,086 tons and the sales during the period to 76,500 tons.

A young Chinese woman was found hanging from the skylight of her home at No. 124, Queen's Road Central, on Wednesday, with a girdle tied round her neck. It was apparently a case of suicide.

Both golf courses at Fanling are closed owing to the recent heavy rains. The competitions arranged for Sunday on the Happy Valley course are postponed indefinitely owing to the wet state of the course.

A Shanghai syndicate has been formed to build a garden village on a site in the Hungjiao district, commencing with 100 modern foreign houses, each house to have its own garden, and many tennis lawns will be available for the free use of tenants.

Stops are being taken at Canton to redress the provincial notes, "which have depreciated in value to such an extent that they are practically useless and none are in circulation." Dr. Sun Yat Sen has approved the redemption scheme.

We learn from the Isle of Man Times that when the last mail left Mr. M. E. P. Airey, Superintendent in Hongkong of the Eastern Extension Telegraph Co. was making a brief sojourn on the island, where he has many old friends. Mr. Airey is referred to as a son of the late Rev. Robert Airey for some years Vicar of Stanton.

Recent events at Amoy, says the N. C. Daily News, have given a chance to the Shanghai agitators to call a meeting of protest. On this occasion certain natives of Fukien are interested, and the subject of their deliberation will be the landing of British blue-jackets at Amoy, against which they propose to make one of their customary protests. As the blue-jackets were landed only after the British Concession at Amoy had been overrun by troops the reasons backing up the protest ought to be more interesting than usual.

A Coroner's Inquiry was held at the Magistrate's yesterday afternoon into circumstances surrounding the death of a convict at the February Sessions, 1920, and sentenced to seven years' imprisonment for attempting to shoot with intent and for unlawful possession of arms. He was 55 years of age and according to the evidence of the Medical Officer in Charge of Victoria Gaol (Dr. Esler), he was suffering from heart disease. He had been in hospital for a month and died on Wednesday night from heart failure. The Jury returned a verdict in accordance with the Medical Officer's evidence. The Jurors were Messrs. W. G. Williams, C. S. Remedie, I. L. de Rocha.

The dedication of a new Baptismal font at the Wanchai Wesleyan Chapel, on Sunday evening next is announced in our advertisement columns. The new font has been erected to the memory of the late Mrs. Bone, wife of the Rev. Charles Bone. Both the late Mrs. Bone and her husband laboured for many years in Wesleyan Mission work in South China, particularly at Canton, where they spent upwards of 20 years, and at the Wanchai Wesleyan Chapel, where Mr. Bone was the official minister for 18 years. They were both widely known in the Colony, and when they returned to England for good in 1913 their departure was greatly regretted. A tablet has since been placed in the chapel in memory of the Rev. Charles Bone's untiring services. On August 2nd, 1921, Mrs. Bone died in England at the age of 60, and the new font has been erected by the deceased lady's many friends at the Chapel in recognition of her devotion to chapel work. The dedication service is to be conducted by the Rev. E. Dewstone, Chairman of the South China Wesleyan Mission District, and there will be special singing by the Choir.

CORRESPONDENCE.

A DENIAL.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—In reference to the "Arms Traffic Case" as reported in your issue of the 11th inst., I should like to point out that I am in no way connected with the Customs Official at Swatow, Mr. Hall, as mentioned by defendant in the case; and, as I am the only Mr. Hall in Swatow and in the Chinese Customs Service, I should like to know on what ground and what authority my name was quoted as I have never met and do not know the defendant. A correction to this effect would be much appreciated by—Yours, etc.

O. HALL.

Chinese Maritime Customs Service, Swatow, August 13th, 1923.

THE AMATEUR DRAMATIC CLUB.

NEW DEPARTURE: LADIES TO BE INVITED TO JOIN.

PREPARING FOR THE WINTER SEASON.

During its lengthy career, extending over a period of many years, the Hongkong Amateur Dramatic Club has confined its membership to the male sex. This exclusiveness is at last likely to be broken down.

At the recent annual meeting of the Club, held at the Hongkong Club, the question of inviting a certain number of ladies to become members of the Club was raised and with a view to making the Club more popular the newly-elected Committee are seriously thinking of bringing the suggestion into action.

The meeting also considered its plan of campaign for the coming Winter season, and from all accounts we shall see and hear quite a lot of the activities of the Club during the next few months. In addition to the probable production of one or two comedies, it is proposed to try and arrange the production of a musical play, and also, if possible, a pantomime. The members have not yet decided on the actual plays, and at the present moment the Committee are reading a number of plays with a view to making suitable selections.

The committee elected at the meeting for the ensuing year is as follows: Messrs. J. A. E. Bullock, W. Sinclair, R. Sutherland, W. A. Conell, J. Robertson, A. N. Luby and W. A. Haggall (Hon. Secretary and Treasurer).

TYPHOONS.

On Wednesday evening the Observatory posted a warning at the Ferries of a typhoon of unknown intensity in Lat. 14N, Long. 147E, moving W.N.W. Yesterday morning the notice was altered to Lat. 17N, and Long. 128E, which suggested that it had moved very rapidly.

But a telegram from the Manila Observatory yesterday morning shows that two typhoons have developed, viz:—

1. Typhoon is about 140 deg. Long. E. 15 deg. Lat. N. moving N.N.W.
2. Typhoon in about 128 deg. Long. E. 17 deg. Lat. N., direction unknown.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

ELLIS ISLAND SCANDAL.

BRITISH AMBASSADOR ON
"DIABOLIC" CONDITIONS.

LONDON, August 16th.

An outspoken account by Sir Auckland Geddes on the conditions obtaining at Ellis Island is published in the form of a White Paper. The Ambassador's general criticism is that the place is too small, and what additional space is available is useless because it is not ventilated. He says the officials deserve credit for what they do achieve, but, still, detention on the island must be a hateful experience for all of its sensibility. Immigrants are handled in wire cages, like prisoners, but this is almost inevitable, though strongly resented by persons of refinement.

Owing to chronic dirt, the place is pervaded by a flat stale smell, quite distinct from the pungent odour of unwashed humanity. Both are met at Ellis Island. It took Sir Auckland thirty-six hours, after leaving the island, to get rid of the aroma which "flavoured everything I ate or drank."

The very heart of the tragedy of Ellis Island is in a room of the temporary detained. Such detentions are nobody's fault and are unavoidable unless immigrants are finally approved for admission before they leave their own land. In practice, the present detention arrangement, pending the hearing appeal against deportation is diabolic.

STRIKES IN GERMANY.

SITUATION STILL PRECARIOUS.

BERLIN, August 15th.

While the Communist strikes in Berlin are at an end, the situation in the provinces is still precarious, though a collapse of the Communist general strike design is shortly to be expected.

Leipzig, Halle, Teutschenthal, Helldorf and Arnstadt are among the places where there has been fighting between the Communists and Nationalists, and the Communists and Police, resulting in many casualties.

Order was restored at Hanover after five had been killed and 50 injured.

The Communists failed in an attempt to seize Zeitz. The troops who were in occupation intervened in order to rescue the police.

At Herne the populace has been overawed by a mob of looters.

Work is at a standstill in Hamburg and Stettin owing to a strike of the dockers.

ZEITZ PRISON STORMED.

BERLIN, August 15th.

A message from Halle states that a mob stormed the gaol at Zeitz, smashed the doors, opened the cells and liberated all the prisoners.

STEAMER SUNK AT
LIVERPOOL.CUT IN HALF WHILE LEAVING
DOCK.

LONDON, August 15th.

The Manx steamer Douglas, when emerging from the dock at Liverpool, collided with the steamer Artemis from Southampton. The Douglas was cut in half and sank in a few minutes.

The crew and passengers were saved, one person being injured.

INDIAN WHEAT FORECAST.

CALCUTTA, August 15.

The final wheat forecast for all India is 20,835,000 acres, calculated to yield 2,391,000 tons.

EARLIER CABLES.

ELECTIONS IN IRELAND.

REVOLVERS USED AT MEETING.

LONDON, August 15th.

Eight were wounded in a fight at an election meeting at Killybegs, on the Clarendon border, in which revolvers were used.

LATEST CABLES.

GERMAN REPARATIONS.

FRENCH PRESS ADOPTS MORE
MODERATE TONE.

PARIS, August 15th.

There is a much quieter tone in French comments in consequence of the announcement that a detailed reply to the British Note will be shortly issued.

The newspapers dwell on the necessity for preserving the Entente, and now express appreciation of the British desire for an agreement. They declare that there is but a small difference between the sum asked by the British and what is due to them under the Spa percentage. This fact should facilitate an understanding.

NO MODIFICATION OF AMERICA'S
ATTITUDE.

WASHINGTON, August 15th.

High authorities have expressed surprise regarding the despatches from London, indicating that there is an impression abroad that there has been some modification of the American attitude towards the reparations question. It is pointed out that the statement made on behalf of President Coolidge on August 14th completely reaffirmed the late President Harding's policy.

It is authoritatively declared that the apparent feeling in London, that a welcome change had occurred in the attitude of the Washington Government, is altogether too optimistic. It is pointed out that nothing was said on behalf of Mr. Coolidge indicating the slightest departure from Mr. Hughes's statement, made at New Haven in December.

The American viewpoint will not be determined until the plans abroad have been matured. Any suggestions to the contrary are wholly baseless.

[A Reuter's message, published yesterday, stated:—"It is authoritatively stated that so far as Marquess Curzon's reparations plan accords with Mr. Hughes's suggestion, the Government is ready to play its part in a fresh determination of the economic conditions in Germany. Mr. Coolidge's administration adheres to the tradition which was laid down in a speech by Mr. Hughes in December. The Government does not see that the way is open to offer any direct aid in the present crisis, but will readily respond to any appeal for aid from abroad, where help can be given with due regard to the interests of the American people." The President does not see any occasion to call a special session of Congress before the regular December session.]

EARLIER CABLES.

SOUTH AFRICA'S SYMPATHY WITH
GREAT BRITAIN.

BLOEMFONTEIN, August 15th.

In a speech, General Smuts, the Premier, referring to the Ruhr, appealed to South Africa to stand in sympathy with Great Britain in her effort to save Europe from destruction. He exhorted all the nations to rally round Great Britain in order to avert a world-wide disaster. The position was grave beyond words. If America saw that the European nations would support Great Britain, he believed that America would again rush in and save the break-up of Europe, the consequences of which would not be wiped out for a century.

U.S. PROHIBITION LAW.

WASHINGTON, August 15th.

It is announced that the general policy of the Government against seizing rum-runners outside the three-mile limit will not be changed as the result of the Marion Maher decision yesterday.

The Treasury officials state that the decision of the Supreme Court should be awaited before operations are extended beyond territorial waters.

KEMMERER PIT DISASTER.

95 BODIES RECOVERED.

KEMMERER, August 15th.

Ninety-five bodies have been brought up, and also a number of survivors.

GERMAN INTERNAL GOLD
LOAN.

BERLIN, August 15th.

The Reichstag adopted the Bill providing for the issue of an internal gold loan.

WHOLESALE PRICES LEVEL.

LONDON, August 15th.

The general level of wholesale prices in Great Britain fell 1.3 per cent. in July.

DE VALERA CAPTURED.

SURRENDERED TO FREE STATE
TROOPS.

LONDON, August 15th.

De Valera settled all doubts whether he would participate in the election by making his promised appearance at an open-air meeting at Ennis this afternoon.

He drove up in an open car undisguised, and was wildly welcomed by the 1,500 people present.

De Valera surrendered to the troops, who walked him off to the barracks.

LATER.

Shortly after De Valera began his speech the crowd became consternated by the appearance of a detachment of Free State troops in an armoured car.

The troops surrounded the platform, when the crowd shouted "Up De Valera."

De Valera made a gesture towards the military, afterwards, collapsing on the platform, which was crowded.

The troops fired in the air and a panic ensued, the crowd believing that De Valera had been shot, but he rose and walked down the steps, when he was surrounded by troops and marched off.

After it transpired that five were injured in the shooting stampede.

LATER.

De Valera, who had been hiding for thirteen months, was reported at various times to be in many parts of Ireland, including Dublin, but it was popularly supposed that his headquarters were in Limerick. He had been interviewed and had regularly presided over the second Dail, but the meetings were always held in secret, and to-day was his first official public reappearance.

LATER.

It appears that De Valera's collapse on the platform was due to fainting as the result probably of a kick during the stampede.

Only a priest and two women and children accompanied the prisoner, who was pale and trembling but with head erect, to the barracks gates.

Two wounded men were subsequently treated in hospital. Ten other persons, including a nine-months-old baby, were treated for cuts and bruises.

LATER.

There is a strong local feeling that his arrest will assist in De Valera's election.

AN OFFICIAL STATEMENT.

DUBLIN, August 15th.

An official statement says that De Valera's share of the responsibility for all that has happened in Ireland since the treaty was signed has never been in doubt.

De Valera now tries to shelter himself behind a political campaign, but he must take his place with his associates and dupes until such time as he and the others can be released without injury to the public safety.

UNITED STATES AND
MEXICO.AGREEMENT REGARDING DIPLO-
MATIC RELATIONS.

MEXICO CITY, August 15th.

The records of the conference between representatives of the United States and Mexico, embodying an agreement designed to enable the resumption of diplomatic relations, were signed this afternoon.

LATER.

The negotiations lasted for thirteen weeks, the United States representatives departing for Washington immediately in order to submit the records to the administration.

It is believed that Mexico's interpretation of her subsil, petroleum and agrarian legislation will be acceptable to the United States, and the appointment of an American Ambassador to Mexico will not be long delayed.

FOOTBALL.

HONGKONG CHINESE v. SYDNEY
METROPOLIS.

SYDNEY, August 15th.

In the football match between Sydney Metropolis and the team of Chinese players from Hongkong, the former won by four goals to two.

SCOTTISH LEAGUE.

LONDON, August 15th.

The match between Clyde and Airdrie ended in a draw of one goal each.

YACHTING.

BRITAIN WINS BRITISH-AMERICAN
CUP.

LONDON, August 15th.

At the Ryde regatta, Great Britain won the British-American Cup, with 129 points to 80.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

PAN-PACIFIC CONFERENCE.

NO OVERFLOW OF JAVANESE
POPULATION.

MELBOURNE, August 15th.

Speaking at the Pan-Pacific Science Congress, Dr. Van Lubbek, representing the Dutch East Indies, declared that despite the great increase in the population of Java during the past century, Australia need not fear an overflow of Javanese, who are a home-loving people.

He mentioned that the Dutch Government's greatest difficulty had been in inducing part of the surplus population to settle in the fertile valleys of Sumatra and Borneo.

DISASTROUS TIDAL WAVES IN
KOREA.

OVER 1,000 DEAD.

SEOUL, August 15th.

Disastrous tidal waves on the north-west coast of Korea swept away hundreds of houses, damaged shipping and hundreds of lives were lost.

The latest but unconfirmed reports state that there are over 1,000 dead.

LINCHENG NOTE.

WAICHAOPU'S DECISIONS.

PEKING, August 15th.

A meeting was held at the Waichiaopu yesterday, when certain decisions relative to the Lincheng Note were reached for submission to the Cabinet as follows:—

- 1.—Acceptance of the demands for compensation;
- 2.—The dismissal of the named officials to be postponed for consideration with the local authorities;
- 3.—The Government to do their utmost to prevent a recurrence of such an outrage;
- 4.—That foreign supervision of the railway police guards be not accorded to, as it is an infringement of the sovereignty of China.

THE THREATENED WAR.

REPLY TO POWERS' NOTE.

PEKING, August 15th.

The Cabinet, yesterday, discussed the Note from the Powers with reference to the threatened Chekiang-Kiang war, and decided to inform the Powers that there was no danger of such an outbreak.

DUTCH EAST INDIES.

INCREASED FOREIGN INTEREST.

THE HAGUE, August 15th.

The annual report of the Java Bank refers to the increasing interest of foreign business men in the Dutch East Indies, mentioning particularly the purchase of 35,000 acres of mostly cultivated land by a British concern.

The report says that while separation of the currency of the Indies from the currency of Holland is desirable, it would not be in favour of Holland, because it would lead to the increased financing of Dutch East Indian produce by London and New York.

[FROM THE "DAILY BULLETIN"]

VISCOUNT TAJIRI KILLED.

TOKYO, August 15th.

Viscount Tajiri, a former Mayor of Tokyo, is dead as the result of an accidental fall downstairs at his residence.

STEAMER "FEIYING" ATTACKED.

FUKIEN NAVAL AUTHORITIES
EXTRAORDINARY BEHAVIOUR.

SHANGHAI, August 15th.

Four passengers on board the steamer Feiyung were killed and 12 injured and over 200 imprisoned for three days by the Fukien naval authorities when the ship passed Amoy recently, according to a report filed by the victims with the Fukien Guild.

The report states that a launch approached the ship near Kingmen and scores of sailors boarded her.

Shots were fired without any warning and all the passengers' valuables were looted.

The prisoners were formerly under the command of Yang Ti Chun, who is directly under the command of Admiral Tu Shih Kwei.

One passenger was arrested and shot without trial.

The Guild, yesterday, demanded a thorough investigation by the Navy Ministry and Admiral Tu Shih Kwei.

EXECUTION OF BANDITS.

BY BRIGADIER-GENERAL THE EX-
CHIEF OF LINCHENG BANDITS.

SHANGHAI, August 15th.

The China Press learns that 14 bandits were executed by General Sun Mei Yao, the ex-bandit chief at Pao-tse-ku, owing to trouble they had caused in the Tso-chung coal mining centre, where General Sun Mei Yao and his brigade are stationed, following protests by two German engineers, the only foreigners at Tso-chung, against the continual depredations on the mine by the soldier-bandits.

AHEAD OF THE MAIL.

[SUPPLEMENTARY WIRE FROM INDIAN EXCHANGES.]

COTTON GROWING.

LONDON, July 23rd.

Mr. Hylop Bell, in a letter to the Daily Telegraph, drawing attention to the desirability of the encouragement of the cotton-growing, points to the spectacular increase in Japan's demands for raw cotton. He says that last year they absorbed nearly 70 per cent. of Indian exported cotton, whereas the United Kingdom only took nine per cent. Japan has now turned her attention to buying cotton from Uganda. Mr. Hylop Bell considers that it should be stipulated that Government support for the improvement of cotton crops in the Colonies should be accompanied by a proviso that the exported crop should first go to satisfy British requirements.

AIR LINES TO INDIA.

LONDON, July 23rd.

The Government are commencing the building of a fleet of airships for the Imperial service. Commander Burney, interviewed, said that each airship would be 750 feet long and 110 feet wide and would be capable of carrying from 120 to 150 passengers to Bombay in five days. Their fuel capacity would be sufficient to enable the journey from England to be accomplished without a stop. Each sleeping cabin would contain dressing and writing tables and toilet facilities. Sixty people could be accommodated at one time in the lounge, which would be arranged in Pullman style. Electric cooking arrangements would be provided and there would be a cold storage chamber for food.

Commander Burney's scheme comprises the building of a fleet of rigid airships capable of carrying a large number of passengers, which would eventually maintain a bi-weekly service between London and Bombay.

The scheme, which has the approval of the Air Ministry, is being promoted by Commander Burney in conjunction with Vickers, Ltd., and the Shell Oil Company.

The suggested fares are £70 first-class and £45 second-class.

WORKLESS AT HOME.

LONDON, July 23rd.

In a letter to Mr. Baldwin relative to the "menacing" situation in the country, the industrial group in the House of Commons refers to the prospect of a fourth winter with a million and a half unemployed and its disastrous effect on the morale and efficiency of British workers.

The writers state that alarming indications of industrial unrest are apparent everywhere and urge as a remedy extensive schemes of railway electrification, costing from £40,000,000 to £50,000,000, extension of tube railways and the development of canals and docks.

DIVORCE CASE DETAILS.

LONDON, July 23rd.

The Select Committee's report on the question of the publication of divorce cases in newspapers recommends that nothing should appear except the petitioner's statement, the defence statement, the judge's summing up on points of law, the verdict and the judgment. Witnesses' names might be given, but not their evidence.

INDIAN TEA ASSOCIATION.

LONDON, July 23rd.

Presiding at a meeting of the Indian Tea Association, Mr. W. A. Bain said the tea industry had enjoyed a fair measure of prosperity and emphasised the need of an increased supply of labour. No definite solution of the mosquito blight had yet been found, though every effort was being made towards that end. He declared, with the marked increase in consumption, stocks were getting near the pre-war standard, and demand appeared to have overtaken supply.

Work in France for the purpose of extending tea consumption was progressing satisfactorily, and the extension of the campaign in America would commence shortly.

Sir P. Hewitt has been elected President of the Indian Tea Association, Mr. Duncan elected Chairman, and Mr. W. M. Fraser, Vice-Chairman.

THE COLLIERY DISASTERS.

LONDON, July 30th.

In the House of Commons to-day, Mr. G. R. Lane-Fox, Parliamentary Secretary for Mines, said there was no room for hope of saving the 25 entombed miners in the Maltby colliery. Eight men had been killed and two injured in the Kilbyth disaster, where the cause of explosion was uncertain, but pointed to the ignition of an accumulation of gas by a naked light.

Mr. Lane-Fox expressed the Government's sympathy with the relatives of the dead men.

Replying to Mr. Tom Williams (Lab.) as regards the wisdom of the local authorities in allowing so many to enter the Maltby main mine while a gas fire was raging, the Secretary of Mines testified to the great gallantry of the volunteers who went down with the full concurrence of the local committee, including Mr. Hubert Smith, to try to save the pit and the employment of all concerned.

SUSPENDED M.P.'s.

LONDON, July 30th.

In accordance with their intention intimated to the Speaker, during the week-end, three out of the four Scottish Labour Members of Parliament who were suspended from the House of Commons on June 27th, turned up in a taxi at Westminster this afternoon with the object of taking their seats, but were refused admittance by the police at the gate.

They had a brief talk with the police, after which they drove off. No further attempt was made to enter the precincts. The Prime Minister will move tomorrow that the suspension motion be rescinded. This course was arranged between Mr. Ramsay MacDonald and Government last week.

THE DEMPSEY-GIBBONS
FIGHT.

DEMPSEY WINS ON POINTS.

SHELBY (Montana), July 4th.

At 3 o'clock this afternoon about six thousand spectators were seated round the stadium here under a scorching sun awaiting the Dempsey-Gibbons fight for the World's Heavyweight Championship. The contest promises to be the biggest financial failure in the history of the ring.

At half-past 3 (Montana time) Dempsey entered the ring and was followed a minute later by Gibbons. The trainers held huge umbrellas over both contestants to protect them from the terrific heat of the sun.

Following the usual preliminaries the fight began.

Round 1.—Dempsey hooked a left to the body and followed with three more lefts to the ribs and stomach and a right to the head. He then swung a left to the jaw, forcing his opponent to retreat. Gibbons sent in a left hook to the head, but Dempsey retaliated with some punishing blows to the body.

Round 2.—Dempsey landed a hook to Gibbons's head, and from a clinch Gibbons hooked a left to the champion's chin, and with a similar blow opened a cut over Dempsey's eye. They were locked in a clinch when the bell rang.

Round 3.—Dempsey drove rights and lefts to the body and chin, forcing Gibbons into a clinch. The latter then got home several rights and lefts to the jaw, but Dempsey retaliated with blows to the body.

Round 4.—Dempsey continued to hurt Gibbons with heavy body punches and he also kept pounding the St. Paul man on the back of the head. The clinches Gibbons got in several lefts and rights to the head.

HONOURS EVEN.

Round 5.—In this round Gibbons shot several hard rights and lefts to the head without any return from the champion, but near the end of the round, Dempsey, with a right to the jaw, forced him into a clinch.

Round 6.—There was a great deal of clinching and in-fighting in this round, with honours about even.

Round 7.—The men exchanged rights and lefts to the head. Gibbons cleverly ducked from several hard blows, but Dempsey continued to punish him to the body, and the St. Paul man appeared to be weakening.

Round 8.—In this meeting Gibbons got home several hard smashes to the head.

Round 9.—Gibbons was very elusive. He dodged Dempsey's leads and seemed to worry the champion with swinging rights and lefts. It was Gibbons's round.

Round 10.—There were several exchanges to the body and head, and honours were about even for the round.

Round 11.—Gibbons did well in this round. He landed several right and left punches to the head and smartly eluded the returns.

Round 12.—Dempsey missed badly, but jarred Gibbons with a left to the jaw.

Round 13.—This was a fast round, with milling honours about level.

Round 14.—Dempsey opened up a strong offensive, but Gibbons was too wary for him.

Round 15.—The champion attacked viciously in the last meeting and Gibbons covered up and clinched to avoid punishment.

The referee awarded the fight to Dempsey, on points.—Reuter's Special Service.

WORLD'S DEEPEST RIVER.

CHASM FIVE THOUSAND FEET
DEEP.

The Canadian Government has been asked to make a special survey which it is expected will prove by scientific measurements that Canada, among its other distinctions, has the deepest river in the world.

Hidden beneath the amber waters of the Upper Ottawa River is one of Nature's most curious phenomena, rivaling in its way the Grand Canyon of Colorado, the National Bridge of Virginia, the Falls of Niagara or Zambesi.

It is a gigantic chasm cleft in the surface of the earth in a period which must have approached the earliest in the earth's history, for the bed reveals sandstone of the Paleozoic Age.

If the Ottawa River were to dry up the chasm with its walls 6,000 ft. or 7,000 ft. high would eclipse the wonder of Colorado. As it is the Deep River Reach of the Ottawa claims the distinction, which it is hoped will soon be scientifically confirmed, of being the deepest river in the world. In several places over a distance of 23 miles 5,000 ft. of tow-boat lines have failed to give an anchorage.

By comparison, the Great Lakes are but duckponds and the famous fiords of Norway and the East American Atlantic Coast are quite eclipsed. Lake Erie has a depth of only 272 ft. Lake Ontario is not much better with 733 ft. Lake Michigan has 780 ft. Lake Superior, the deepest of all the great inland seas, is only 1,007 ft., or about one-fifth as deep as the Deep River Reach will probably prove to be. One of the East Atlantic fiords shows 3,000 ft., and the Sogne Fiord of Scandinavia is 4,000 ft.

BAROGRAPHS

(SELF RECORDING BAROMETERS).

By PASTORELLI & RAPKIN,
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TYPHOONS.

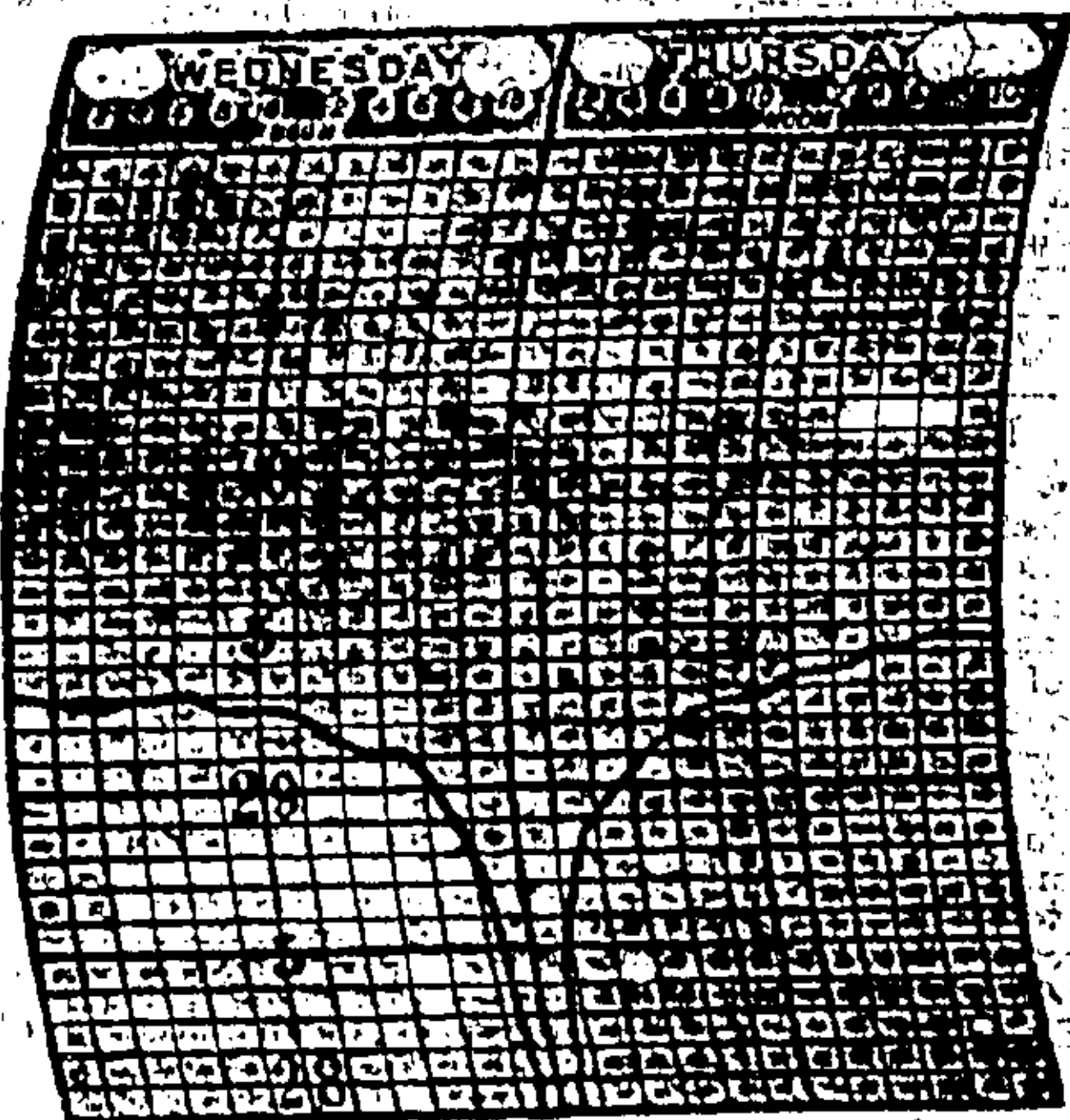


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BOOKS OF TO-DAY.

[BY "AUTOLYCUS"]

"SCISSORS"—A FINE NOVEL.

Occasionally the dark business of re-
viewing books is relieved by a volume that
brings joy to the heart of a case-hardened
reader, giving a new zest to the mind and
providing a most welcome mental tonic.
Such a book is "Scissors" (Wm. Heinemann),
a new novel by Mr. Cecil Roberts. It is a
"first" novel, though its author is by no
means a "prentice hand" at the writing game,
being the well-known editor of an influential
paper in the Midlands. It is a singularly
beautiful story, and contains as much literary
enjoyment as any reader could well expect to
find between the covers of a novel. But I do
not think the book has been well named;
its title sounds more like that of a touring
revue.

"Scissors" is the record of the brief but
eventful life of a somewhat abnormal boy,
John Narcissus Dean—and now it will be
seen how the book's title is derived. He was
reared in the atmosphere of the mysticism of
the East, and the magic of it wrapped itself
round him like an invisible cloak. Thus the
very first part prepares the way for what is
to come. Next we see "Scissors" at a
typical public school, and the author's
facile pen gives us some delightful
glimpses of the school life with its romps
and escapades, hard studies and games.
There are visits during the vacations to
the houses of his well-bred school chums,
where everybody dresses for dinner, and
everybody is exceedingly polite—pictures
of English life that seem so distant from
this rough-and-tumble democratic age.

THE JOY OF YOUTH.

Then John Dean faces the world, first as
a schoolmaster, and afterwards, in the more
uncertain sphere of Fleet Street. He has
developed a talent for writing, and, of
course, he quickly mounts the journalistic
ladder and becomes a special correspondent
of a leading newspaper. His life is a
perfect round of joy: the sun always
shines, his path is strewn with roses, but
the Eastern element within warns him
that it is too good and cannot last. The
war burst on John and his astonished
world like a thunderbolt, and instantly
everything is changed. At once the tone
of the novel becomes one of dead serious-
ness; flippancy gives place to the tense
vividness of a series of brilliantly written
scenes which bring back the awful
reality of those fateful days with aston-
ishing clearness. John Dean proceeds to
Belgium and France as a war correspond-
ent, and also serves as a brief attachment
to the Grand Fleet. But one by one the
companions of his joyous youth sink in
the slaughter, and finally Dean himself
is called East again by relentless fate.

A NOBLE STORY.

Of such stuff is the story of "Scissors"
made. It is sad, and yet very noble. Its
love interest is a mere secondary theme,
but as a study of boyhood, youth, and
early manhood, it is a notable piece of
work. How much richer would the world
have been to-day if men of the Dean type
had not been ground down by the horrible
juggernaut of war! Of Mr. Roberts' style
and methods, one can only write in
terms of the highest praise. The book
seems with life and character, and there
is infinite variety in it; the war pictures
are not spoilt by mock-heroes; and the
author is evidently of the same mind about
the futility of it as the eminent war cor-
respondent who appears briefly in the nar-
rative under the thinnest of disguises.
The last pages are occupied by a stirring
description of a flight in a "bomber"—
one of the best bits of descriptive writing
in a book that is good from beginning to
end. Truly an excellent novel.

"IN DARK PLACES."

Many thousands of readers have been
eagerly looking forward to the new batch
of stories from the pen of Mr. John
Russell, for when an author bounds into
such immediate fame as Mr. Russell did,
with those wonderful stories in "Where
the Pavement Ends," it is always a matter
of interest whether succeeding volumes
will be as good. To be quite frank about
the new stories in his latest book "In
Dark Places" (Thornton Butterworth), I
do not think Mr. Russell has reached such
a high mark of excellence again. They
are certainly good, really excellent, and
perhaps too much was expected. Nobody
but Mr. Russell could have written them,
and whereas there is less literary inven-
tion, and the subjects are less fresh in
conception and treatment, the author's pen,
always forceful, seems to have gained in
power.

Mr. Russell again writes mainly of the
complexities of the characters of men who
find themselves the focus and focus of
humanity washed up on the shores of the
islands of the South Seas. Men interest
him more than places.

Life in the New Hebrides—life any-
where in the big black belt of the South
Seas—is a great sifter-down of human
values. When you pass in a London
street, among swarms of men, you care
very little; they mean next to nothing;
they might all be cheats or cowards,
and you would not be wrong, you would
take your hearty breakfast as usual.
But if just one of that crowd should
pop up before you on a lonely beach
where the reefs thunder to a burning
sky, where your world lies between a
rim of horizon and a curve of hostile
hills, and sea and land are sick with heat
and fever, rotten with death, breathing
an alien vitality unknown and unknow-
able—in such cases you would care a
great deal. You would take a most
anxious interest in that man: one of
your own breed of people, his qualities
and his capacities would be questions of
prime import.

Thus Mr. Russell has provided his own
description of the scene in which his
characters act their dramas. And his
tales are dramas of blood and fighting,
guile, native cunning, and all manner
of wickedness on the part of whites who
fear neither man nor devil.

(Continued at foot of next column.)

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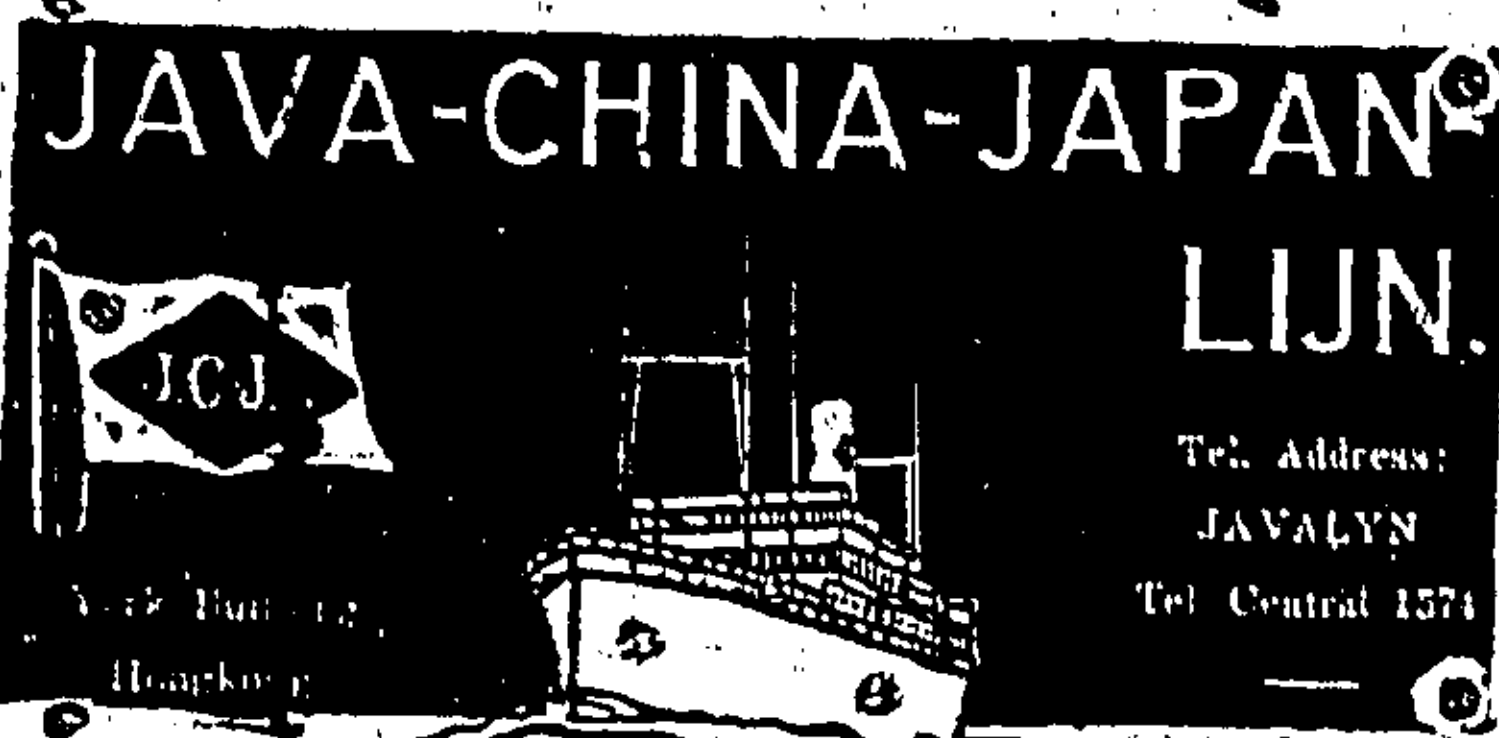
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TJIPANAS	JAVA	In port	20th Aug.	BATAVIA
TJITABOEM	JAVA	In port	21st Aug.	BATAVIA
TJILEBOET	JAVA	21st Aug.	23rd Aug.	JAPAN
TJIKEMBANG	NORTH CHINA	—	5th Sept.	BATAVIA

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S.S. "OOSTERK"	23rd Oct.

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Shipname	For	Sailing on or about
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M/S. "Afrika"	26th August	5th October
M/S. "Chilo"	10th October	15th November

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MASONIC FESTIVALS.

£270,000 RECEIVED FOR CHARITIES.

[FROM A CORRESPONDENT TO "THE TIMES."]

Possibly many Freemasons will be surprised to learn that the receipts from the three festivals for the Masonic Institutions for Girls, Boys, and Old People—to place them in the order of their foundation—during 1923 exceed by more than £11,000 the receipts from the same sources in 1922. The returns for the present year aggregate no less a sum than £269,693. 5s. 2d., as against £258,780. 9s. in 1922. These are the sums announced at the various festival, and may be regarded as the minimum, inasmuch as they invariably receive additions before the close of each financial year. Of this huge sum London Lodges were responsible for £109,182. 13s. 9d. Lodges overseas, distributed among thirty districts, Lodges abroad not under districts, and two military nonstationary Lodges, contributed among them £2,424 18s. 5d., so that the forty-six Provinces into which England and Wales are Masonically divided stand responsible for the balance of £157,105. 13s.

West Yorkshire, which occupies the fourth place on the list in point of numbers of Lodges, contributed more than one-fourth of this total balance, its aggregate sums amounting to exactly £42,588, exceeding by more than £15,000 the total contributions of Middlesex last year, when that Province occupied the premier position. This large sum is explained by the fact that the Provincial Grand Master for West Yorkshire, Sir William Raynor, occupied the chair at the first festival of the year, that of the Royal Masonic Benevolent Institution. Sussex stands second on the list, with total contributions amounting to £36,623. 17s. 2d., that Province being represented at the second festival, that of the Royal Masonic Institution of Girls; while Essex, whose Provincial Grand Master, Lord Lamborne, presided at the last festival just held, that of the Royal Masonic Institution for Boys, contributed in all £20,389. 10s. The year has been remarkable from the fact that every Province and District has been represented at one or other of the festivals; and the majority at all.

Ten years ago—in 1913—the three festivals realized an aggregate collection of £125,963. 8s. 5d. Since that date, however, not only have the expenses of maintenance increased, but the strain upon the institutions has more than doubled. In the boys' school, for example, during the whole history of that institution—125 years—the number of yearly admissions has averaged a fraction over thirty-eight; but since 1910 the yearly admissions have averaged exactly 102. To-day 1,003 boys are receiving the benefits of the institution, and 1,417 have been admitted without ballot since 1910, including 303 sons of Freemasons who were killed in the war.

The three London Lodges which head the lists for 1923 are Camden Lodge, No. 704, £1,673 (Girls); Zodiac Lodge, No. 2,615, £2,900 (Boys); West Ham Abbey Lodge, No. 2,201, £700 (Old People). The three premier country Lodges are Worthing Lodge of Friendship, No. 800, £1,750 (Girls); Huddersfield Lodge, No. 290, £1,050 (Old People); and Undine Lodge, No. 3,394, Loughton, £650 (Boys).

SIR F. HALSEY AND HERTS.

Sir Frederick Halsey has tendered his resignation as Provincial Grand Master of Hertfordshire, after holding the office for nearly 50 years. His patent of appointment is dated Nov. 28th, 1873, and he is the senior among the Provincial and District Grand Masters under the Grand Lodge of England. The Marquis of Zetland was Provincial Grand Master of North and East Yorkshire from January 6th, 1874, until his resignation quite recently. The Senior Provincial Grand Master will now be Sir Otley Wakeman, who has been the head of Shropshire Freemasons since June, 1883, followed by Lord Amphil, Prov. G.M. of Bedfordshire since November, 1891.

When Sir Frederick Halsey took charge of the province there were only eight lodges meeting in Hertfordshire—one each at Berkhamsted, Bishop's Stortford, Chesham, Hertford, Barnet, Hitchin, Watlington, and Watford. There are at the present time forty lodges meeting in Hertfordshire, which was created a Masonic Province in 1707.

It is hoped that Sir Frederick Halsey will not find it necessary to relinquish also the position of Deputy Grand Master of England, which he has held for upwards of twenty years, winning the esteem and regard of Freemasons throughout the country, and earning the distinction of being regarded as the Grand Old Man of Freemasonry.

MASONIC BOYS' SCHOOL.

A quarterly court of the governors and subscribers of the Royal Masonic Institution for Boys was held at Freemasons' Hall, Great Queen Street, under the presidency of Mr. Charles F. Quicke, P.A.G. Supt. Wks. A recommendation from the Board of Management to admit to the benefits of the institution, without ballot, 100 boys, being the approved list of candidates for the October election, in addition to thirteen duly qualified "war" boys, was approved. This addition makes 250 "war" boys admitted to the institution to date.

MASONIC GIRLS' SCHOOL.

A General Court of the governors and subscribers of the Royal Masonic Institution for Girls was held on July 12th at Freemasons' Hall, Great Queen Street, and the presidency of Mr. T. H. Gardiner, P.A.G. Thirty-seven candidates whose petitions had been approved were placed on the list for election on October 10th, and thirty-seven vacancies were declared. Pending their admission into the school, these candidates will be (Continued on next column.)

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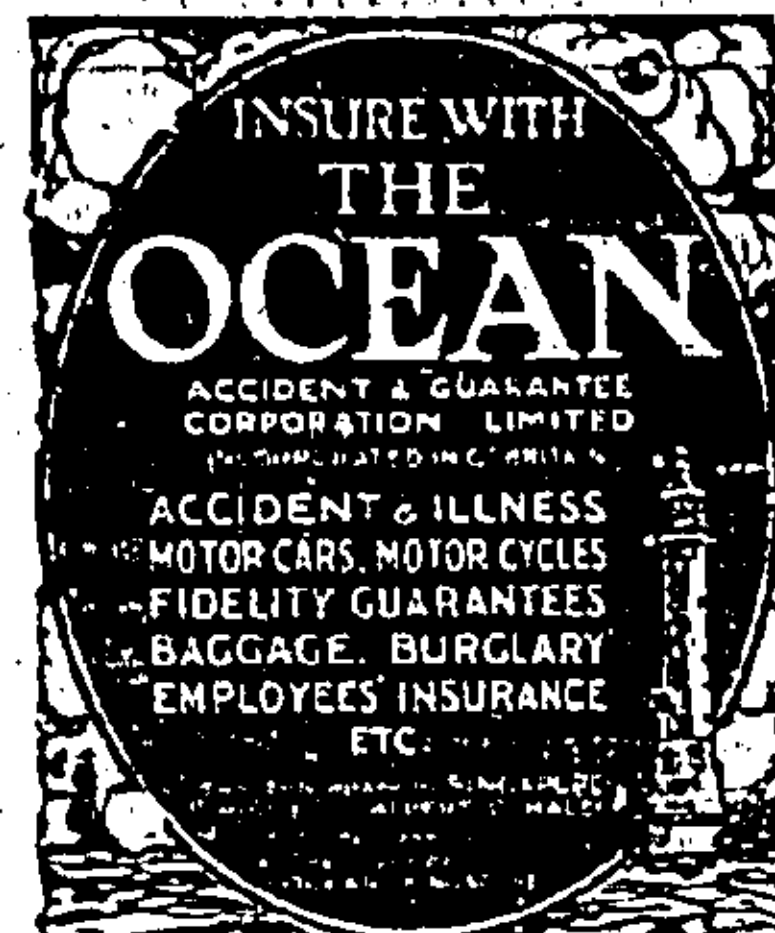
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provided for from the date of their election by the out-education scheme. Since the last election in April forty girls have also been nominated for out-education without election, making a total of eighty-four girls admitted to the benefits of the institution this year, exclusive of thirty-seven candidates approved on this occasion.

Honorary patronship of the institution was conferred upon Mr. H. Gilbert-Stringer, P.A.G.S.B. Eng., P.P.G.W. Sussex, and Hon. Secretary of the Provincial Charities Committee of Sussex, in connection with the 135th anniversary festival, held on May 9th last, when the Province of Sussex contributed the record sum of £20,663 to the funds of the institution.

TO WELCOME OVERSEAS FREEMASONS.

A project is now well in hand to form a Federation of Lodges in London who specially lay themselves out to welcome Freemasons from overseas. It is proposed that the Royal Colonial Institute Lodge, assisted by its daughter lodge, the United Empire, and other lodges, should make arrangements to entertain Freemasons from overseas who visit the Empire Exhibition next year, and to hold weekly or bi-weekly meetings for the purpose.

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STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS	SUBJECT TO ALTERATION.	
SHANGHAI via SWATOW	"KUNGSANG"	Friday, 17th Aug. 11 a.m.
MANILA via SWATOW	"MINGSANG"	Friday, 17th Aug. 3 p.m.
SHANGHAI via SWATOW	"TAISANG"	Sunday, 19th Aug. Noon.
BANGKOK via SWATOW	"CHAKSANG"	Monday, 20th Aug. 2 p.m.

SHANGHAI	"KWONGSANG"	Wednesday, 22nd Aug. Noon.
TIENTSIN	"CHIPSANG"	Wednesday, 22nd Aug. 3 p.m.
STRAITS & CALCUTTA	"LAISANG"	Wednesday, 22nd Aug. 3 p.m.
HAIPHONG via HOIHOW	"LEESANG"	Friday, 24th Aug. 8 a.m.
KORE via SHANGHAI	"KUTSANG"	Friday, 24th Aug. Noon.
SHANGHAI via SWATOW	"WABANG"	Friday, 24th Aug. Noon.
SANDAKAI via SWATOW	"MAUSANG"	Saturday, 25th Aug. 11 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Tuesday, 28th Aug. 2 p.m.
BANGKOK via HOIHOW	"CHUNSANG"	Wednesday, 5th Sept. 8 a.m.

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"GLENLUCE"	10th Sept.	"GLENBEG"	...	London, Rotterdam & Hamburg.
"GLENLEUC"	20th Sept.	"GLENBEG"	...	18th Sept.
"GLENLEUC"	6th Oct.	"GLENBEG"	...	Greece, London, Rotterdam and Hamburg.

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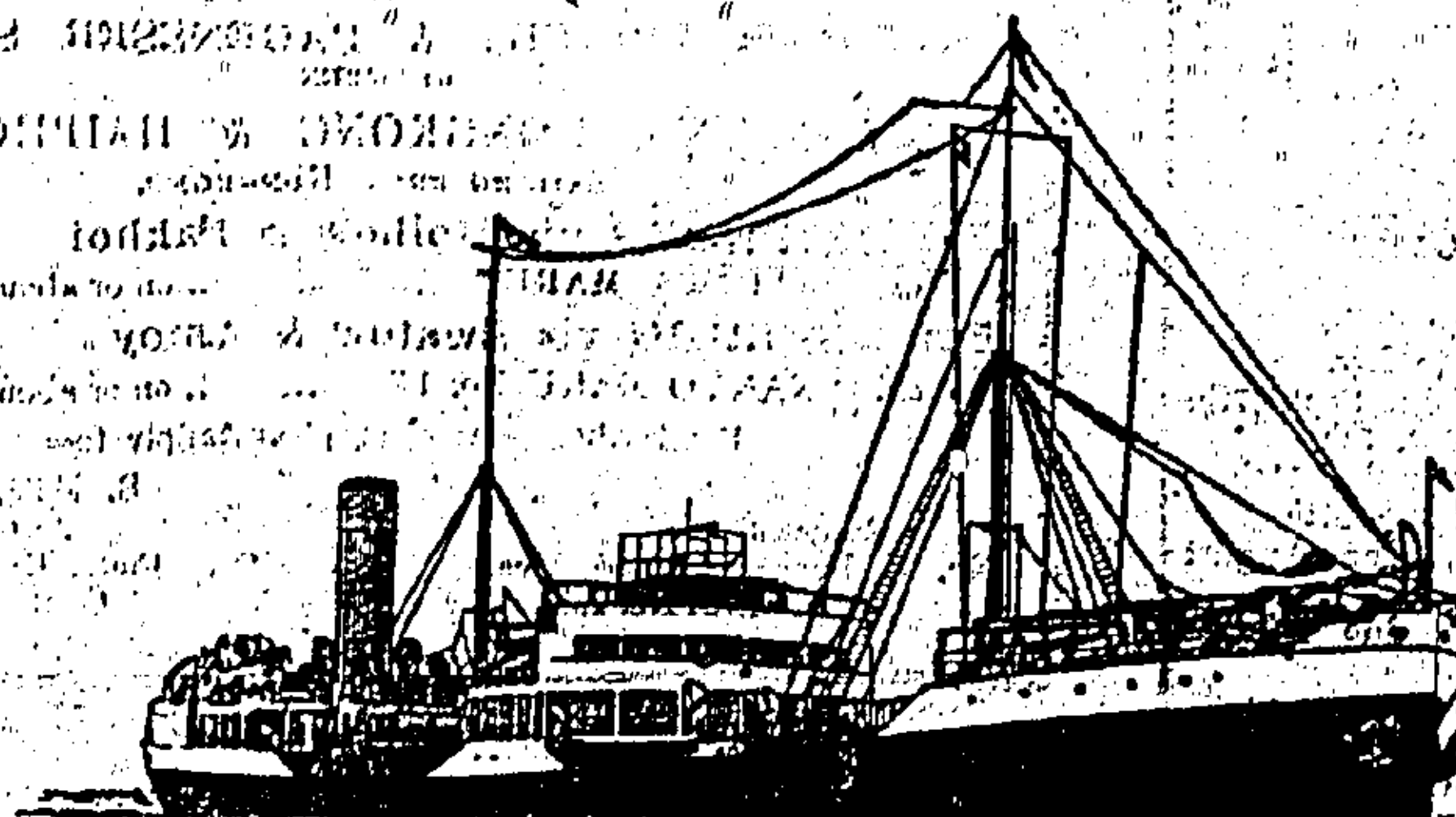
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SHIPPING NEWS

ARRIVALS.

August 15th.

Hok Canton, British str., 550 tons, Capt. Leung Long, from Kwang Chow Wan, with a general cargo.—Hong On & Co.

Nanchang, British str., 1,536 tons, Capt. R. T. Stevens, from Haiphong, with coal.—D. & S.

Sunli, Portuguese str., 440 tons, Capt. G. A. de Souza, from Kwang Chow Wan, with a general cargo.—Po On S.S. Co.

August 16th.

Amalthea, British str., 3,480 tons, Capt. J. R. Nisbet, from Hangchow.—Asiatic Petroleum Co.

Carnarvonshire, British str., 3,055 tons, Capt. H. S. Gualton, from Shanghai, with a general cargo.—J. M. & Co.

City of Madras, British str., 3,048 tons, Capt. J. K. Storey, from Shanghai, with a general cargo.—Bank Line.

Commandant Doris, French str., 3,470 tons, Capt. M. Saccocc, from Shanghai, with a general cargo.—M.M.

Empress of Australia, British str., 24,121 tons, from Vancouver and Shanghai, with a general cargo.—C.P.S.S. Ltd.

Indo Maru, Japanese str., 3,565 tons, Capt. J. Takada, from Katsuru, with a general cargo.—O.S.K.

Kanchow, British str., 1,225 tons, Capt. W. Tonkin, from Shanghai and Swatow, with a general cargo.—R. & S.

Man Sang, British str., 2,076 tons, Capt. P. R. Guy Cumming, from Sandakan, with timber.—J. M. & Co.

Samuray Maru, Japanese str., 2,447 tons, Capt. S. Nakamura, from Yokohama, with a general cargo.—Nanyo Yusen Kaisha.

Shidzuoka Maru, Japanese str., 3,370 tons, Capt. B. Saito, from Shanghai, with a general cargo.—N.Y.K.

Tipton, Dutch str., 3,998 tons, Capt. G. Buys, from Batavia, with a general cargo.—J.C.J.L.

Wai Ning, British str., 1,180 tons, Capt. J. W. Pittigrew, from Shanghai and Swatow, with a general cargo.—J. M. & Co.

West Chopaka, American str., 4,530 tons, Capt. H. A. Wilhelmson, from San Francisco and Shanghai, with a general cargo.—Struthers & Barry.

Yingchow, British str., 1,216 tons, Capt. B. A. Thomson, from Shanghai, with a general cargo.—B. & S.

CLEARANCES.

August 16th.

Africa Maru, for Shanghai.

Apory, for Bangkok.

Carnarvonshire, for Singapore.

City of Madras, for Singapore.

Clara Johnson, for Amoy.

Commandant Doris, for Saigon.

Englee, for Chetoo.

Glenham, for Shanghai.

Indo Maru, for Singapore.

Kanchow, for Canton.

Kingchow, for Amoy.

Nanchang, for Canton.

Shing On, for Wuchow.

Soda Maru, for Swatow.

Sunli, for Kwang Chow Wan.

Tungshing, for Swatow.

Walshing, for Canton.

West Chopaka, for Manila.

Wing Sang, for Hongay.

Yingchow, for Canton.

PASSENGERS.

ARRIVALS.

Per s.s. *Shidzuoka Maru*, on August 16th:—Mr. and Mrs. A. C. Siddall and Mr. C. M. Castro.

Per s.s. *Man Sang*, on August 16th:—Mr. Edwards.

DEPARTURES.

Per T.K.K. s.s. *Koca Maru*, on August 16th:—Mr. C. Bond, Mr. and Mrs. James A. Hudson, Mrs. M. E. M. Kauffeldt, Mrs. F. R. Montrose, Major M. E. Morris, Mr. O. Gale, Mr. C. Godinez, Mr. H. Godinez, Mrs. M. G. Martinez, Miss E. Black, Mr. J. Dibbetz, Mr. J. G. Deurnink, and several Chinese saloon passengers.

Per N.Y.K. s.s. *Aki Maru*, on August 16th:—Mr. J. D. Birrell, Mrs. F. Picken, Mr. and Mrs. R. Lewin, Miss T. I. Hooswill, Mr. H. B. Webber, Mr. J. L. Carnegie, Mrs. J. A. T. Nettell, Mr. E. Leerebeck, Mrs. M. S. Primmer, Mr. J. T. Picken, Miss M. M. Callan, Master J. M. A. Salazar, Mr. P. D. Dimitriadis, Mr. and Mrs. F. D. Barretto, Misses Barretto, Mr. S. Buntman, Mr. A. Griesman and Mr. M. T. Borioff.

VESSELS EXPECTED.

Amboise (M.M.), due August 28th.

Andre Lebon (M.M.), due to-day.

Bellerophon (Blue Funnel), due Sept. 7th.

Bentley (Ben Line), due Sept. 8th.

Cordillera (M.M.), due September 11th.

Empress of Asia, due August 27th.

Leonodon (Blue Funnel), due August 19th.

Liverpool Maru (N.Y.K.), due August 20th.

Meritor (Blue Funnel), due August 31st.

Meriones (Blue Funnel), due Sept. 8th.

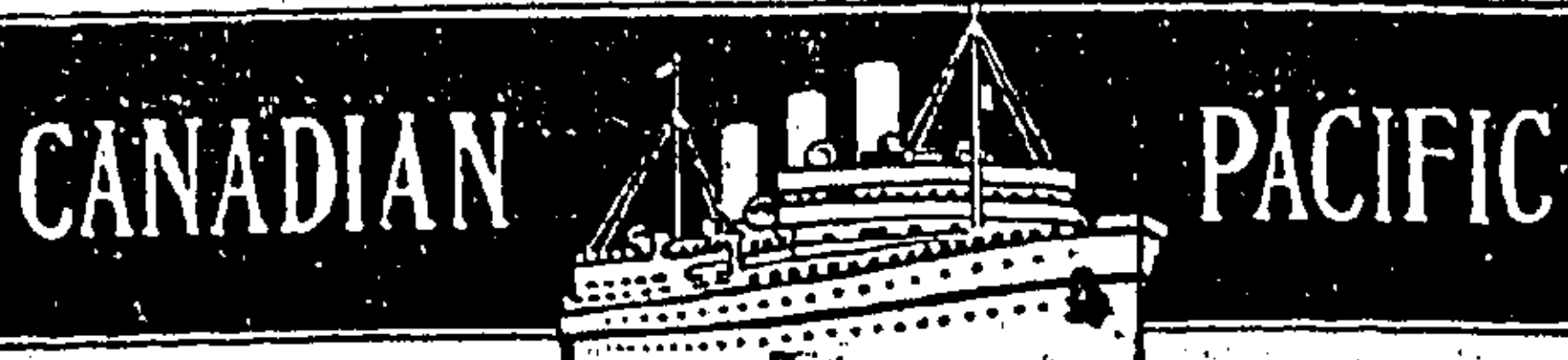
Perseus (Blue Funnel), due August 25th.

Shing Maru (T.K.K.), due August 21st.

Victoria, due August 27th.

AUSTRALIAN SHIPPING SERVICE TO THE EAST.

A new shipping service between Australia and China, controlled by a Chinese company, was inaugurated by the departure for Sydney from Hongkong of the steamer *Ling Nam*, at the beginning of March. The service will be maintained by vessels belonging to the fleet of the Chungwa Navigation Company, Limited, which has its headquarters at Hongkong. It is understood that the company will foster the trade between the two countries by placing as many steamers of the run as will be necessary to life the cargo offering. It is probable that the return journey will be made via Central and South American ports.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From	Due	From	Due
Empress Australia	Aug. 24 Sept. 12	Montcalm	Sept. 21 Sept. 28
Empress Asia	Sept. 6 Sept. 24	Empress Scotland	Sept. 29 Oct. 4
Empress Canada	Sept. 22 Oct. 8	Empress France	Oct. 13 Oct. 19
Empress Russia	Oct. 4 Oct. 22	Empress Scotland	Oct. 27 Nov. 2
Empress Australia	Oct. 19 Nov. 7	Montcalm	Nov. 16 Nov. 23
Empress Asia	Nov. 1 Nov. 19	Empress Scotland	Nov. 30
Empress Canada	Nov. 17 Dec. 3	Empress France	Dec. 9 Dec. 15
Empress Russia	Nov. 29 Dec. 17	Empress Scotland	Dec. 23 Dec. 29

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held out and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAQ.
Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.
THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE. £120-£112-£110. First class throughout. HONGKONG TO SAN FRANCISCO. VIA SHANGHAI, THE INLAND SEA, JAPAN AND HONOLULU. STEAMERS.

SHINYO MARU (calling at Manila and Keelung) ... 22,000 tons, Sept. 31st.
SIBERIA MARU (calling at Dairen) ... 20,000 tons, Sept. 15th.
TAITO MARU (calling at Manila and Keelung) ... 22,000 tons, Sept. 26th.
TENYO MARU (calling at Keelung) ... 22,000 tons, Oct. 23th.
KOREA MARU (calling at Manila and Keelung) ... 20,000 tons, Nov. 1st.

HONGKONG TO VALPARAISO. VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLENDINO, AFRICA AND IQUIQUE. THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

STEAMERS. T.N.S. LEAVE HONGKONG. GINYO MARU ... 18,000 tons, September 5th.
ANYO MARU ... 18,700 tons, October 20th.
SEIYO MARU ... 14,900 tons, December 4th.
BAKUYO MARU ... 18,600 tons, January 15th.

JAPAN-HONGKONG-JAVA SERVICE. OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.

STEAMER. DESTINATION. LEAVE HONGKONG. PERSEA-MARU (Moji, Kobe & Osaka) ... August 17th.
NEW YORK LINE. (Freight only) VIA JAPAN AND SUEZ. LEAVE HONGKONG. MEIYO MARU ... about September 30th.

For full information regarding Passengers, Freight & Sailings. Apply to: Y. TSUTSUMI, Manager. Agents at Canton: King's Building, Tel. No. C. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITH.

Y. K. K.
Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker. Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG. SAILING FROM HONGKONG.

For HAIPHONG via Hailow & Pakhoi. s.s. "TAIKWA MARU" ... on or about 23rd Aug.

For KEELUNG via Swatow & Amoy. s.s. "NANYO MARU No. 1" ... on or about 23rd Aug.

For further particulars, please apply to: S. MITARAI, Agent. Branch Office: No. 27, Bonham Strand, West. Tel. Central No. 125.

Top Floor, King's Building. Tel. Central No. 140.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* left Kobe on August 16th, at 6 a.m., and is due at Yokohama to-day, 17th inst., at noon.

The Hugo Stinnes s.s. *Scheer* left Shanghai on Wednesday, the 15th inst., at 5-5 p.m., and is due here on Sunday, the 19th inst.

The Hugo Stinnes s.s. *Scheer* left Shanghai on Wednesday, the 15th inst., at 5-5 p.m., and is due here on Sunday, the 19th inst.

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VISITORS TO CANTON

Should Purchase BY THE PEARL RIVER

BY CAPTAIN C. V. LLOYD

With Illustrations, Maps and Flags.

PRICE ... \$1.75.

On Sale at Hongkong: "DAILY PRESS" OFFICE.

Messrs. KELLY & WALSH LTD.

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Messrs. A. S. WATSON & CO.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

"PRESIDENT PIERCE" ... Aug. 29th.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

FIRST CLASS CABIN STEAMER SECOND CLASS THROUGHOUT. ON ATLANTIC STEAMER ON ATLANTIC

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

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SALT LAKE
CHICAGO
NEW YORK.

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS.

HONGKONG—MANILA

"PRESIDENT PIERCE" ... Aug. 20th.
"PRESIDENT WILSON" ... Sept. 3rd.

HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO." 2322. HOLYOAK, MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America. G. \$405, G. \$420, G. \$440.

SHIDYUOKA MARU ... Wednesday, 5th Sept., at 11 a.m.

KAGA MARU ... Monday, 15th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HAKONE MARU ... Tuesday, 21st Aug., at 4 p.m.

SUWA MARU ... Thursday, 29th Aug., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

MATSUYE MARU ... First half Sept.

LIVERPOOL via MARSEILLES & VALENCIA.

DARBAN MARU ... First half Sept.

SYDNEY & MELBOURNE via MANILA, &c.

TANGO MARU ... Wednesday, 19th Sept., at 11 a.m.

YOSHINO MARU ... Wednesday, 17th Oct., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

LISBON MARU ... Friday, 31st Aug.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... End Oct. or beginning Nov.

BOMBAY via Singapore and Colombo.

WAKASA MARU ... Monday, 27th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

RANGOON MARU ... Thursday, 30th Aug.

NAGASAKI, KULE & YOKOHAMA.

TANGO MARU ... Saturday, 18th Aug., Afternoon

SHANGHAI, KOBE & YOKOHAMA.

LIVERPOOL MARU ... Tuesday, 21st Aug.

HUKOKAN MARU ... Sunday, 26th Aug.

HAKUZAKI MARU ... Tuesday, 28th Aug.

NAGANO MARU ... Thursday, 30th Aug.

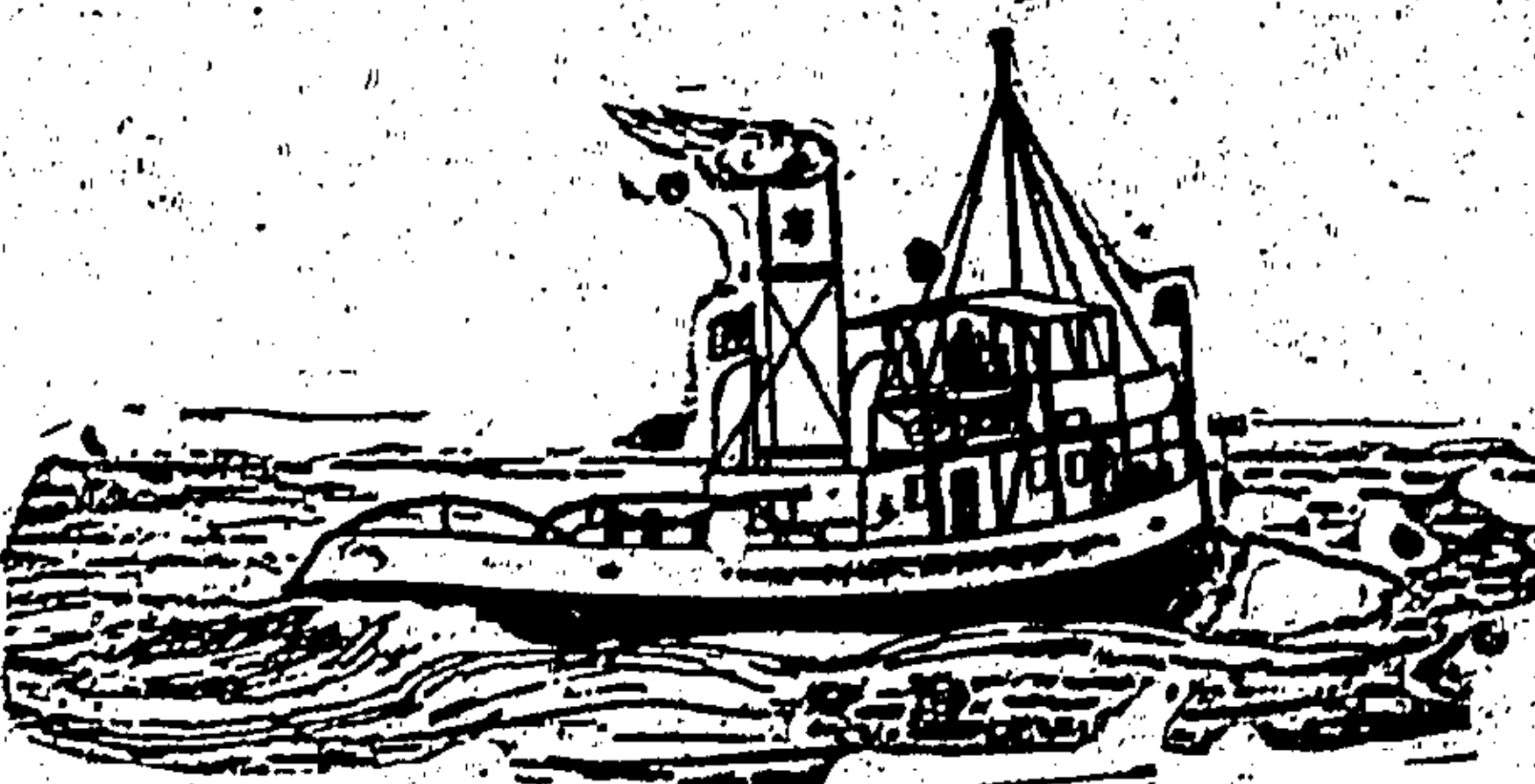
For further information apply to— NIPPON YUSEN KAISHA

Telephone: Central Nos. 232, 233 & 2422. F. OGURI, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-entrance abroad.



BUILT FOR THE BOAT "LINA" BUILT BY W. S. BAILEY & CO., LTD.

Boiler Makers Founders and Constructional Engineers and Repairers

POISON IN SUBMARINES.

ARSENIC IN BATTERIES AND PLATES.

At the conference on international labour organisation and industrial health at the Royal Sanitary Institute last month, Dr. T. M. Legge, Medical Inspector of the Home Office Factories Department, referred to the necessity for investigating clusers and rare industrial diseases. He mentioned that in 1915 certain British submarines had to return to port because the crews were suffering from the characteristic symptoms of a certain poison gas, which could only arise where acid or metal was contaminated with arsenic.

It was at first thought that the arsenic had been inserted by a German spy, but examination led to the discovery of one-fifth of 1 per cent. of arsenic in the plates and batteries of the submarine. Hundreds of thousands of pounds had to be spent in replacing the batteries and plates. A submarine might go to the bottom from industrial poison of that kind and no one but the wisest.

Professor R. L. Collis, of the Welsh National School of Medicine, said our weather made us the nation we were. If we had the weather we asked for, probably we should degenerate into a third-class Power.

WEATHER-REPORT.

August 16th at 17.35.—Warning to Hongkong, Coast Ports, &c.:—Depression or typhoon of unknown intensity within 120 miles of Lat. 12 deg. N. Long. 112 deg. E., moving W.N.W.

August 16th at 11.30.—Warning to Hongkong Coast Ports, &c.:—Depression or typhoon of unknown intensity within 120 miles of Lat. 17 deg. N. Long. 128 deg. E., moving W.N.W.

August 16th at 11.32.—Pressure has increased considerably over N.E. Japan. It has decreased moderately over Luzon, the Bonins and Guam, and slightly at Hongkong and Yape.

An anticyclone covers N.E. Japan and a depression is central over Tongking. The Guam typhoon which formed on August 11th is now shown in about Lat. 17 deg. N. and Long. 128 deg. E., moving W.N.W.

The typhoon which formed to the South of Guam yesterday has curved to northward. Hongkong rainfall for the 24 hours ending at 10 a.m., 16th August, 0.46 inch. Total since January 1st, 55.96 inches, against an average of 57.71 inches.

The forecast for the 24 hours ending at noon, 17th Aug. is as follows:—

Disturbance ... Variable winds, freshening from N.E.
Formosa Channel ... Light variable winds, freshening from N.E.

South coast of China between Hongkong and Lamoo ... do

Hongkong to Gap Rock ... E. winds, moderate; generally cloudy, showery.

South coast of China between Hongkong and Hainan ... do

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 16th.

	Previous Day	On Date	On Date
	at 3 p.m.	at 6 a.m.	at 3 p.m.

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "KASAMA" ... 3rd Sept. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF GLASGOW" ... 28th Aug. ... Marseilles, London, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

A. Class Steamers	...	1st Class £25. - 2nd Class £22.
B. Class Steamers	...	1st Class £24. - 2nd Class £21.
C. Class Steamers	...	1st Class £23. - 2nd Class £20.

S.S. "C" Class Steamers comprise those of the "C" type, which have accommodation for a few passengers but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

(THE BANK LINE, LTD.)

(Tel. Central 7807)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BOSTON"	...	via Suez Canal	...	25th August.
S.S. "ANTIOCHUS"	...	via Suez Canal	...	5th Sept.
S.S. "BELLEROPHON"	...	via Suez Canal	...	15th Sept.
S.S. "CITY OF BAGDAD"	...	via Suez Canal	...	25th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Fr. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ORAMBORD	20th Aug.
PAUL LECAT	3rd Sept.
ANDRE LEBON	17th Sept.
AMBOIRE	1st Oct.
CORDILLERE	15th Oct.
ANGERS	29th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class)	...	85.00.00	B CLASS (1st Class)	...	80.00.00
STEAMERS (2nd)	...	68.00.00	STEAMERS (2nd)	...	62.00.00

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boat).

S.S. "C. DORISE" loading for HAVRE, ANTWERP & DUNKIRK, about 15th August.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, cabins and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHEW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG	...	Capt. Ellis Walker	Friday, 17th Aug. at 1 p.m.
HAIPHONG	...	Capt. J. B. Thomson	Tuesday, 21st Aug. at 1 p.m.
HAIPHONG	...	Capt. W. C. Pasmore	Friday, 24th Aug. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

(General Managers)

**JAPAN COAL**

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG.

**P. & O., British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES
AFRICA, JAWA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
MEDITERRANEAN, EUROPE, ETC.**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KASHMIR"	8,960	22nd Aug. Noon	Mars. Gib. London & Antwerp.
"ALFORD"	8,273	23rd Aug. Noon	Spore, Penang, Colombo & B'way.
"MALEDONIA"	11,089	7th Sept.	B'way, Mars. Gib. L'don & Antwerp.
"SICILIA"	8,813	20th Sept.	Spore, Penang, Colombo & B'way.
"MANTUA"	10,502	31st Sept.	Mars. Gib. London & Antwerp.
"SOUDAN"	6,596	5th Oct.	B'way, Mars. Gib. L'don & Antwerp.
"KARMALA"	9,068	17th Oct.	Spore, Penang, Colombo & B'way.
"CALLEDONIA"	7,923	19th Oct.	Mars. Gib. London & Antwerp.
"NELLORE"	6,553	2nd Nov.	do.
"MALWA"	10,441	4th Nov.	do.
"KALYAN"	9,062	16th Nov.	do.
"SOUDAN"	6,596	30th Nov.	B'way, Mars. Gib. L'don & Antwerp.
"CHINA"	7,952	13th Dec.	Spore, Penang, Colombo & B'way.

1924.

BRITISH INDIA - APCAR SAILINGS

"WARINA"	3,120	19th Aug.	Bangkok Direct.
"JAPAN"	6,052	1st Sept.	Singapore, Penang & Calcutta.
"JANUS"	4,824	4th Sept.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,060	1st Sept.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	6th Oct.	do.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal**SAILING TO SHANGHAI & JAPAN**

"MANTUA"	10,502	24th Aug.	Shanghai, Moji, Kobe & Yokohama
"SICILIA"	8,813	29th Aug.	Shanghai.
"TANDA"	6,556	29th Aug.	Yokohama & Kobe.
"KARMALA"	9,069	31st Sept.	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	1st Sept.	Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must carry their own Hotel expenses at Singapore while waiting the on carrying steamer.
First Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in line of the section of their P. & O. Tickets Singapore to Colombo.All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information Passage Fare, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road, Central, HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "MOORISH PRINCE" ... on 1st September, at Noon.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain)

Telephone: Central 3155

Telegrams: (Furprince)

21

O. S. K.SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"LONDON MARU" ... Sunday, 16th Sept.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Bahia.

Singapore, Colombo, Durban and Capetown—Passenger Service.

"MEXICO MARU" (Call at Montevideo) ... Friday, 17th Aug.

BOMBAY—fortnightly service via Singapore and Colombo.

"SUMATRA MARU" ... Monday, 20th Aug.

"ARGUN MARU" ... Tuesday, 4th Sept.

SAIGON, BANGKOK, SINGAPORE & DELI—Regular monthly Passenger Service.

"BUSHO MARU" ... Saturday, 1st Sept.

CALCUTTA—Monthly Service via Singapore and Rangoon.

"HONOLULU MARU" ... Wednesday, 12th Sept.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—taking cargo is OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"AFRICA MARU" ... Friday, 17th Aug.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"ALASKA MARU" ... Beginning of Aug.

"ATLAS MARU" ... Beginning of Sept.

JAPAN PORTS—Kobe, Yokohama via Shanghai.

"AMAZON MARU" ... Friday, 21st Sept.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"AMAKUSA MARU" ... Wednesday, 22nd Aug., Noon.

TAKAO via SWATOW & AMOY.

"ROSHU MARU" ... Thursday, 23rd Aug.

TAKAO & KEELUNG.

"TOYEN MARU" ... Monday, 3rd Sept.

Tel. Central No. 4990.

K. SHIMA, Manager.

**C. N. C.
CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATIONS.**

Port	Steamer	Date of Departure
AMOY, SWATOW & SINGAPORE	"KIUNGCHOW"	On 17th Aug. D.L.
SHANGHAI	"KANCHOW"	On 18th Aug. 4 p.m.
SWATOW & BANGKOK	"KALGAN"	On 19th Aug. Noon
SWATOW & SHANGHAI	"YINGCHOW"	On 19th Aug. 4 p.m.
AMOY, SHANGHAI & TRINGTAO	"SHANTUNG"	On 20th Aug. 4 p.m.
HOIHOW, FAKHOI & HAIPHONG	"YUNNAN"	On 21st Aug. 9 a.m.
AMOY & SHANGHAI	"SUNNING"	On 22nd Aug. D.L.
CHIEFOO & NEWCHWANG	"HANYING"	On 22nd Aug. D.L.
MANILA	"TEAN"	On 22nd Aug. 4 p.m.
SWATOW & SHANGHAI	"KIANGCHOW"	On 23rd Aug. 4 p.m.
HOIHOW & BANGKOK	"LINAN"	On 25th Aug. 10 a.m.
WEIHAIWEI & TIENTSIN	"KUEICHOW"	On 25th Aug. 4 p.m.

Excellent Saloon accommodation, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (extending to Faku), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

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